

THE CHRONICLES
OF
NEW BRUNSWICK,
NEW JERSEY

BY
JOHN P. WALL

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THE
CHRONICLES OF NEW BRUNSWICK,
NEW JERSEY

1667-1931

By
JOHN P. WALL



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Thatcher-Anderson Company
Publishers and Printers



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1931

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CORRECTIONS

Page 61—Add, 1874-1876—Adrian Groff, change 1874-1878 to read 1876-1878.
Page 202, line 22, to read 1901.

Page 265, line 14, and page 273, line 18, to read *brother* for *son* of Azariah Dunham.

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ACKNOWLEDGMENT

The greatest of care has been given for a period of more than twenty years to the gathering of data and pictures to illustrate this volume, and has, I believe, resulted in as near an accurate account of New Brunswick and its old landmarks as it is possible to get.

Many of these old landmarks have long since disappeared and are now brought back in picture so that one may see old times as the old timer saw them.

For a number of these pictures—particularly those of the Mayors—I am under obligations to Alexander S. Graham, of Rutgers Library staff.

The map of the City boundaries was made especially for this work by Asher Atkinson, city engineer. The Revolutionary map was made from special surveys by Cornelius C. Vermule, a noted American engineer.

The text is mostly from original documents, records and newspapers, and in a few instances does not agree with previously published statements. In years to come new material will come to light and possibly change what is accepted at this time as authentic history.

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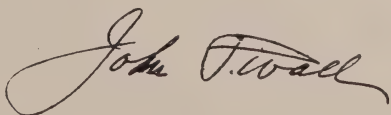
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AEROPLANE VIEW OF NEW BRUNSWICK, N. J., 1930

THE LENI-LENAPES

Among the numerous traditions, the leading one of their origin was that their ancestors lived in a country far to the westward of the rising sun, and in hopes of finding a red man's paradise, land of deer and

beaver and salmon, they left their western home and journeying across great rivers and mountains, at last came to the western banks of the Namisi Sipu (Mississippi), where they met another nation migrating like themselves. This adversary for a settlement in the east was the Mengwes, and for centuries these two aboriginal nations were rivals and enemies. Their explorations, however, were to receive a check, for beyond the great river lay the domain of a nation named Allegewis, who disputed their passage.



This opposing nation, while not strong in numbers, was skilled in the arts of war and had reared great defenses of earth enclosing their village and strongholds. An alliance, offensive and defensive, was formed by the Lenapes and Mengwes, and after a severe struggle for supremacy the Allegwis were humiliated and exterminated and their country occupied by the victors.

The two victorious nations then journeyed eastward. The Mengwes taking a northern route, finally reached the Mahicannick, "River of the Mountains" (Hudson River), while the Lenapes, traveling more in a southerly direction, rested on the banks of the Lenapi Wihittuck, the beautiful river, now known as the Delaware, and here they thought they had found their long-wished-for elysium of an Indian paradise for which they had left their far western home. This tradition may have some truthful foundation; the unfortunate Allegwis may have been the mound builders of the Mississippi Valley, but this is only one of the many profitless conjectures which have been indulged in by historical researchers. Indian tribes were fond of narrating long journeys and great deeds of their ancestors, tracing their ancestors for

centuries, but their traditions are so clouded and involved in improbabilities and interwoven with superstition that it is simply speculative on the part of antiquarian writers to form a decided opinion of the origin of the American aborigines.

On the arrival of the emigrants from the Netherlands at the Isle of Manhattan, they found dwelling there the fierce Manhattans whom De Laet calls "a wicked nation and enemies of the Dutch." In the adjacent territory the Minsie and Mohican nations were located. The Manhattans, who were members of the Mohican nation, occupied the range of country on the east side of the Hudson river to its mouth. On Long Island, called by the natives of Sewanhacky, "the land of shells," were the savage Metonwacks, divided into tribes of which names of thirteen have been preserved; the Canaise and Nyack were settled at the Narrows; the Mantinecoes in Queens county; and the Nissaquage, Setauket, Corchaug, Secataug, Patachogue, Shinnecoe and Montauk, in Suffolk county.

The Minsies, who received Hudson with peaceful overtures and came daily on board his vessel to barter furs, oysters, Indian corn, beans, pumpkins, squashes and apples, in exchange for gewgaws and trifles, inhabited the country from the Minisink (a place named after them, where they had their council seat and fire), to Staten Island, and from the Hudson to the Raritan Valley. They were members of the Leni-Lenape, or Delaware nation, which occupied a domain extending along the seacoast from Chesapeake Bay to the country bordering Long Island Sound. Back from the east it reached beyond the Susquehanna Valley to the foothills of the Alleghany Mountains, and on the north joined the southern frontier of the hated and dreaded Iroquois. In this vast domain was included all of the present State of New Jersey.

The principal tribes of the Delawares were the Unamis or Turtle, Unalachtgo or Turkey, and Minsi or Wolf. The latter was the most powerful and warlike of these tribes, and occupied the most northerly portion of the Delawares' country, keeping guard along the Iroquois border; their territory extended southward to the northern boundary of the present county of Hunterdon. The Unamis and Unalachtgo branches comprising the Assanpinks, Matas, Schackamaxons, Chichequaas, Raritans, Nanticokes, Tatelos, and many others, inhabited all that part of New Jersey south of the northern boundaries of the present Hunterdon and Somerset counties. Statisticians have computed that the Indian population at the time of the settlement of the Dutch at New Amsterdam was probably not more than two thousand souls in the territory comprising the present State of New Jersey.

Before the arrival of the European explorers, the country of the Leni-Lenape had been invaded by the Iroquois, who had reduced the former nation to the condition of vassals. The Iroquois attitude, however, was not wholly of conquerors, it was more of the character of protectors or masters. Their overlordship was tempered with paternal regard for the interests of the Leni-Lenapes in their negotiations with the whites, care being taken that no trespasses should be committed on their rights and that they should be justly dealt with. This anxious solicitude on the part of the Iroquois was simply to see that no others than themselves should be permitted to despoil the Lenapes. They exacted from them an annual tribute, an acknowledgment of their state of vassalage, and on these conditions they were permitted to occupy their former hunting grounds. Bands of the Five Nations were interspersed among the Delawares to keep a watchful eye upon them and their movements.

The Delawares regarded their conquerors with feelings of inextinguishable hatred, though held in abeyance by fear. They had, however, a feeling of superiority on account of their ancient lineage and their removal from original barbarism. The Iroquois maintained an air of haughty superiority towards their vassals, and no longer spoke of them as men and warriors, but as *women*. This opprobrium was removed from the Delawares by the Iroquois through the exertions of their most noted chief, Teedyuscung, who by his masterly oratory and diplomatic shrewdness defeated the schemes of the Proprietaries of Pennsylvania in their attempts to defraud the Delawares of their rights in that province.

The Indians were tenacious of the common right in which they claimed the ownership of the soil. They did not recognize even in their chiefs any right to convey lands without the general consent of the tribe, and often refused to submit to treaties unless they were made by their representatives chosen by popular vote, who met the whites in council and for their respective tribes ratified the deeds disposing of their lands. The New Jersey settlers at all times were conciliatory of their rights, dealing with them in a justifiable and legal way, hence there was no occasion for hostilities on the part of the Indians. The white settlers of New Jersey, however, suffered on account of the outrageous management of Indian affairs by the Dutch authorities at New Amsterdam. The Mohawks in 1643 were at war with the Weekquacsgecks, Tankitekes, and Tappeans. Director Kieft espoused the cause of the Mohawks, and on the night of February 23, 1643, he dispatched a force of eighty men to attack the Hackensacks, who were bivouacked one thousand strong at Pavonia, New

Jersey. The unsuspecting Indians, unaware of the Director's secret league with their enemy, were suddenly aroused from their sleep by the murderous attack of the Dutch soldiers, who spared neither babies nor women in their inhuman massacre. This kind of warfare could not fail to exasperate the natives, and in retaliation seven tribes entered into an alliance for a relentless war. They killed all the men they could find, dragged the women and children into captivity, burned houses, barns, grain and haystacks, and laid waste the farms and plantations. From the Raritan to the Connecticut not a white person was safe from the murderous tomahawk and scalping knife, except those that clustered around Fort Amsterdam. The war continued in all its fury for several months, when a peace was concluded which lasted only until October, 1643, when the Indians again went on the warpath and peace was not permanently secured until 1645.

There were no further Indian troubles of any magnitude until 1655, when during an absence of Governor Stuyvesant to expel the Swedes from Delaware, five hundred warriors on the night of September 15 landed at New Amsterdam. They were repulsed by the garrison and driven to their canoes. In retaliation they landed at Pavonia, which they laid in ashes. From thence they passed down Staten Island, where one hundred persons were killed, one hundred and fifty carried into captivity, and over three hundred deprived of their homes. The savages of the tribes of Hackensack, Tappaen, Ahasimus and others, were present and took part in this fearful devastation, and perpetrated inhuman barbarities, notwithstanding their solemn pledge to adhere to the terms of the treaty. Governor Stuyvesant made a treaty with the Indians which proved a final settlement of all difficulties as far as the Dutch were concerned. During these Indian troubles the inhabitants of the ancient territory of Bergen county were the greatest sufferers.

The Pomptons and Mennes having sold their lands removed from New Jersey about 1737. They became engaged in the Indian war of 1755 in Northampton county, Pennsylvania, which was carried across the Delaware river into New Jersey. The Indians raided the settlers on the east bank of the Delaware in the winter of 1757-58, and twenty-seven murders were committed by them in Sussex county. Governor Bernard in June, 1758, took measures to put a stop to this hideous warfare; through Teedyuscung, king of the Delawares, he obtained a conference with the Minisink and Pompton Indians on August 7, 1758, at Burlington, New Jersey. This resulted in a time being fixed for a conference at Easton, Pennsylvania, and a treaty was finally signed, the Indians relinquishing all their claims to land in New Jersey, reserving the right to fish in all the rivers and bays south of the

Raritan and to hunt in all unenclosed lands. A tract of land comprising three thousand acres was purchased in Burlington county by the province, and on this the few remaining Delawares of New Jersey, about sixty in number, were collected and settled. They remained there until 1802, when they joined their grandsons, the Stockbridge tribe, at New Stockbridge, near Oneida Lake, in the State of New York. Several years after, they again removed and settled on a large tract of land at Fox River, Wisconsin, which had been purchased from the Menominee Indians. Here they engaged in conjunction with the Stockbridge Indians in agricultural pursuits and formed a settlement named Statsburg. There were alive in 1832 at this settlement about forty of the Delawares, who still kept alive the tradition that they were owners of fishing and hunting privileges in New Jersey. They resolved to lay their claim before the legislature of the State, requesting that \$2,000 be paid them for the relinquishing of their rights. The legislature referred the petition to a committee who reported favorably upon the request, whereupon the legislature voted the amount asked for, in consideration of their relinquishment of their last rights and claims in the State of New Jersey.

INDIANS OF THE RARITAN VALLEY

The Indian Village at New Brunswick was called Ahandewamock, and was located just below the Falls on the south side of the river. A mound is spoken of on the farm of Mrs. Evans where the road leading to the new bridge over the Raritan was cut through in 1929. The "Falls" referred to is where Cremmeline's Creek empties into the river. The Falls above Inions Ferry were those of the Mile Run which emptied into the river before the Canal was built.



It is said that there was within the limits of the city a burial ground adjacent to the village of Ahandewamock.

Another Indian burial ground is reported at the mouth of the Mile Run Brook above the Raritan Landing. The truth of these statements cannot be verified. The typical Indian cemetery in New Jersey is practically impossible to locate, except by accident, as there are rarely, if ever, any surface indications to point out the spot. The typical graveyard is however, on a warm, sunny hillock near the village. The skeletons are usually found lying on one side, drawn up in a sitting posture, the knees before the face. As a rule, no objects

are found in the graves, and only the black soil near the body betrays their presence.

Arrow heads, stone hatchets and other relics have been found in profusion on the hills overlooking the Raritan, down through the grounds of the New Jersey College for Women, the Carpenter, Evans and Neilson farms and along the banks of Westons Mills.

Cornelius Longfield was settled in this locality having purchased from the Indians, October 17, 1681, a tract of land, and built a house where he conducted a trading station on the old Indian trail.

The old Indian trails were followed when the New Jersey government established and undertook to build State roads, for the Indians were born engineers. Other roads that were laid out later had to be discussed, sometimes, because of natural disadvantages of the land, but not one Indian path was ever abandoned for that reason. If a path crossed a stream it was at the easiest place to ford or a spot unlikely to be disturbed by freshets, if through a swamp it was precisely where solid ground was found, if it crossed a hill it was on an easy grade. These old paths had every essential which the highest civilization has found desirable in a road.

The notable Minisink Trail entered Middlesex county just west of Ash Swamp, called by the Indian Tamaques or Beaver Swamp, ran thence through Oak Tree, and Metuchen to Kent's Neck opposite Sayreville at Matochshegan's Camp. The route passed through Sayreville to Jacksonville and thence south of Matawan through Middletown to Clay Pit Creek on the Shrewsbury. It was over this notable Indian thoroughfare, that much of the western traffic in aboriginal times passed and minor trails branched off of this highway to the Wromasong settlement on the Chesnaquack Cheesequake Creek at Morgan. Other branches left this main route east of Jacksonville and led to the Machayis village on Marquis Creek and to the Arewenoe village at Cliffwood. North of the Raritan was the great Assanpink trail, branching off of the Hudson River trail at Woodbridge and running through Bonhamtown via Piscataway to Highland Park opposite Albany Street. The Sacunk-Lopatcong trail ran from this point close to the northeastern shore of the Raritan up to Bound Brook (Sacunk) and thence to Easton. There was also a trail that passed from Indians Ferry at the Falls of the Raritan through Stelton, South Plainfield, Plainfield, and thence by way of Stony Brook Gap through Washingtonville over the Watchungs to the Passaic River (Monopenonck).

South of the Raritan the Assanpink path passed over Burnet Street and followed in the main the Middlesex county line to Kingston

A western trail ran from the Falls at Inians Ferry through Middlebush to Millstone. The Crosswicksung Trail passing over Clifton Avenue in New Brunswick followed the general course of Lawrence's Brook to about a mile beyond the village of Deans, where it was joined by a cross path from Franklin Park, and passing through Dayton it circled to the eastward around to Cranbury and so on to Hightstown. Another trail passed by Pigeon Swamp through Jamesburg and joined the great Crosswicksung Trail crossing the state to the shore at Englishtown. There was also a trail that connected a number of Indian villages on the South River and the Matchaponix Brook. Besides the trails mentioned there was without doubt a veritable network of minor trails all traces of which have been utterly obliterated.

Middlesex was known for its Indian mission at Cranbury. David Brainard with his Christian Indian followers came from Crosswicksung on March 24, 1746, to clear the land. Houses were built and a compact settlement was made in order to avail themselves of a house of public worship and a school for their children. The actual exodus from Crosswicksung to Cranbury took place May 1, 1746. Brainard was not with them long. His health failed and on November 3, 1746, he left to go to Northampton, Mass.

John Brainard, his brother, took up the work on April 15, 1747, and labored with this last remnant of the Lenape in New Jersey at Cranbury until 1758, when they removed to the state reservation at Brotherton in Burlington County at what is now called Indian Mills.

In 1747 the Indians at Cranbury had forty acres of wheat and forty acres of corn. Bethel, the village in which they lived, was two miles northeast of Cranbury and one mile west of Old King George Road. Apple trees still mark the location of the village of Bethel, still known as the Indian Field. Bethel was located on a spring of never failing water which was called in later years The Beaver Dam.

One of the earliest references to the Indians living south of the Raritan is found on Matthaeus Greuter's Globe, 1532, in the Spanish Museum, New York City, and indicates the name as Sanawanooks. This would suggest that the Sawanoos or Shawnees occupied the land.

North of the Raritan and in its head waters the Naraticongs are located as early as 1638. This name is used interchangeably with Raritangs and Raritanoos. There is considerable likelihood that these would refer to the same group of Indians and that they are derived from the same root.

The Narriticong is found written Naricon 1656, which is a considerable approach to Raritan. The word Raritan has been given

various interpretations. Brinton says it may be a Dutch corruption of *erauwitan* or *raruwitan* of Iroquois derivation meaning the stream overflows. There being no "r" in the Lenape language Messler interprets the root word as *laletan* signifying a gentle or smooth flowing stream. Others say *Raritan* means a forked river. The nearest approach to this word in the Lenape is *Nawotallauwin*, meaning to hunt by the way.

The name for the Indian village *Ahandewamock* at New Brunswick comes from *Walhandi*, a ditch or trench, and *Wanachkwim*, an acorn. Hence the meaning would probably be gullies, ravines or ditches where acorns are gathered; *Walhandiwanack* (*Ahandewamock*).



ON THE HILL TO THE RIGHT OF THIS PICTURE STOOD THE OLD INDIAN VILLAGE



"AND THEY CARRIED THEIR GUNS TO CHURCH"

OUR FIRST SETTLERS

Who the first settlers were, when they came, or where they came from to settle in the valley of the Raritan and lay the foundation of the City of New Brunswick will never be known. They came and others followed to develop the natural advantages of the locality. The names of the ones that were most active in this settlement were Cornelius Longfield, an Indian trader; Thomas Lawrence, John Inian, who later had the ferry across the river; Richard Jones, George Forman, Joseph Snelling, Andrew Gibb, Jeremiah Tothill, Edward Gibbon, Peter Sonmans, Samuel Nevill, John Pridmore, and Captain Henry Greenland, M.D.

These settlers did not come as a colony, or from any organized movement. They just drifted along, one at a time, liked the location, built their homes and remained to become the pioneer developers of New Brunswick. Therefore, we can place Drake in 1667, Greenland in 1675, Longfield in 1687, Inian in 1681, Pridmore in 1694, well up in the front as first settlers. That they were more than average men is shown by their rank and occupations and the positions they filled.

Francis Drake, a Baptist clergyman, came to Piscataway with a little colony in 1667, and with him his three sons, Francis, George and John. That they were grown is inferred from the fact that

George located the land opposite New Brunswick-to-be, and that the father's, Francis, estate was administered by the son George in 1687, while the son Francis was licensed to keep an ordinary in 1673.

Surveyor General Vanquellin, called La Prairie, Captain John Pike, John Bishop, Sr., Francis Drake and Benjamin Hull were selected to view the meadows on the other side of the Raritan River and make report at the request of Piscataway men in 1674. Francis Drake was also constable that same year. Francis Drake, wife and son John, and George Drake and wife Mary, each got sixty acres in an apportionment of Piscataway land made in 1675.

When Francis Drake declined the captaincy of the Piscataway company of militia, tendered him July 15, 1675, it was given to Dr. Henry Greenland on July 27, twelve days later. Samuel Doughtie also of Piscataway, was made ensign, and was selected as the other officer. When Danker made his trip across New Jersey in 1679 he mentions in his journal that he stayed at Captain Greenland's and crossed the river at the ford there.

That Greenland lived about where the house known as Bell View (now Johnson's) stands, there is no doubt, and both Greenland and Drake had mills on that stream, and what is known as the Old Mill Road from Piscataway to the mills, was formerly styled the Great Road and the Essex and Middlesex Road. The Old Mill Road has been abandoned piece by piece and finally closed.

Next we find Captain Henry Greenland, of the Council, commissioned to be president of the County Court of Woodbridge and Piscataway in 1681. This wording would indicate that he was already a member of the Governor's Council at that time. He was also again commissioned captain of the new Piscataway Company in 1681, with Samuel Doughtie and John Martin still the other officers.

Greenland received a patent for 300 acres at the ford of the Raritan in 1681 and another patent for 400 acres on the Millstone, November, 1693, to which tract his son Henry seems to have moved.

When Cornelius Longfield bought of the Indians, October 17, 1681, he describes the land he wants as opposite George Drake's. Just why Longfield went down on this neck of land to live is hard to tell; the Indian village on the bluffs below the New Jersey College for Women, and his own ownership of lands were undoubtedly the principal reasons. The advantage of being right on the Indian trail were very great, Longfield and his stepfather owning from Inian's to the mouth of South River, 2,450 acres between them. Longfield was a member of the House of Deputies in 1690, and member of Assembly in 1696.

He and his son, Henry, covered in their lives over 100 years of the early history of New Brunswick.

Proprietors of East-Jersey to Cornelius Longfield, May 1, 1697

This Indenture, made the first day May, 1697, between the Proprietors of East-Jersey of the one part, and Cornelius Longfield of the other part, Witnesseth, that the said proprietors for and in consideration of the rent and services hereinafter reserved, have given, granted, &c., all that tract of land and meadow, situate, lying and being on the South side of the Raritan River, between the land of Robert Barclay and the land of John Inians. In breadth N.W. and S.E. 18:50 chains, and in length S.W. from Raritan River 160 chains, containing 296 acres.

This is all there is to the deed of the Proprietors to Longfield.

In June, 1681, John Inians and Company purchased from the Indians a tract of land embracing about 10,000 acres. This tract is described in an old Indian deed as lying on the south side of the Raritan River, and opposite the Township of Piscataway; beginning at what is now the lower edge of New Brunswick, and running along the river to near Bound Brook.

On November 1, 1681, the title to this tract was obtained from the executors of Sir George Carteret, as this was previous to the transfer of East Jersey to the Proprietors.

This tract was soon afterwards surveyed and laid out into nineteen lots, having in general a little less than half a mile of river front, and about two miles deep. These lots were afterwards known as the Raritan lots. John Inian purchased two of these lots, containing a mile of river front, and two miles deep, or 1280 acres. This was the first purchase of land in what is now the City of New Brunswick.

Indian Deed of Sale to John Inian and Companions, 1681

Know all men by these presents, that we, Oneeamack, Saecamaker, and Canacamo, Indians, have, for and inconsideration of these goods hereinafter mentioned, to us in hand paid by Mr. John Inian, Richard Jones, George Forman, Joseph Snelling, Andrew Gibb, Andrew Bowne, Gershom Bowne, Jeremiah Pothill, Joseph Benbriggs, Thomas Mathew, and Edmond Gibbon, viz.: 200 fathoms of white wampum, 10 blankets, 20 overcoats, 10 guns and 12 kettles, 25 axes and 20 pairs of stockings, 20 shirts and 5 made coats, 4 pistols and 6 bars of lead, $\frac{1}{2}$ barrel powder, 2 ankers of rum, 2 half-fatts beer, $\frac{1}{2}$ anker of molasses, 20 tobacco boxes, 25 pounds shot, and $\frac{1}{2}$ a weight of bread. The receipt whereof we do hereby acknowledge to have received to our content and satisfaction, given, granted, bargained, sold, enfeofed, confirmed, &c., all that certain tract of land called by the Indians, "Ahanderamock," lying and being on the South side of ye Raritan River, beginning from Cornelius Longfield's land and running up the river to Sackhung, right opposite to Piscataway bounds.

Buccleuch Park is in the third of these lots. Inian provided boats for a ferry, both large and small, some years before the ferry rights were granted him, and while active as a frontiersman, he was attending Governor Andrew Hamilton's Council as a member.



THE OLD FERRY

Actively pushing his business as an Indian Trader and cultivating those friendly relations with them that resulted in Indian deeds to all the land. So we are able to say all of New Brunswick was purchased of the Indians and fairly obtained.

And now we come to Pridmore. He gave a fleeting name to the place. "Pridmore Swamp." A careful search has failed to give any early mention of this name and it can not be found except in quite modern descriptions of New Brunswick. Pridmore did live in New Brunswick and there was a swamp that he lived next and slurring names are sometimes taking. John Pridmore neither bought nor sold any land, but there was plenty of it, and he seems to have been what we should in these days call a squatter—but that name is not in use in new countries. He was an "early settler" and that was in 1694.

The lots north of Inian's land were conveyed to Gibbons, Inian, Bainbridge, Bridgeman, Miller, Jones, Clements, Antill and Dockwra.

South of the city, Thomas Lawrence bought 3,000 acres, embracing the stream which, since his purchase, has been called Lawrence Brook. This tract of Lawrence's came into the possession of Cornelius Longfield and Governor Barclay, while that of John Inian was purchased by Philip French, who laid out streets upon it, and cut it up into building lots or farms. Instead of selling the property, Philip French generally leased it, in some instances for 2,000 years. Through reverses during the Revolutionary War, he became involved, and assigned his estate to James Parker.

On June 1, 1747, Philip French leased to Thomas Anten, the tract of ground running from Albany Street up above Hamilton Street. On September 12, 1765, Philip French gave the plot of ground on which the First Reformed Church now stands. On this lot a church edifice was built. At this time the streets were unpaved. A swamp extended from Church to New Street. There were a few buildings below the church edifice, and only an occasional house between it and Albany Street. On the hill, at the rear of the Reformed Church, stood the stone barracks. The farm of Jacob Van Nuisse covered the ground now occupied by Schureman, Liberty, and New Streets, extending west as far as Suydam Street. Philip French also gave the lot of ground on which Christ Church stands.

The original settlers in the vicinity of New Brunswick were Dutch and French. In 1680 there were some English plantations on the Raritan below New Brunswick. The first Dutch on the Raritan came about 1683, and settled probably near its mouth. The country covering the farming lands of Three Mile Run, Middlebush, Six Mile Run, and onward to the Millstone, and both above and below New Brunswick, on the Raritan River, was filled up, when the central portion of the city was only known by the name of the "River." The early Dutch settlers of New Brunswick were principally from Long Island.

The Dutch sway over East Jersey lasted from 1609 to 1664, the English sway from 1664 to 1776. The latter, lasting 112 years, divides itself into three periods: eighteen years under Carteret; twenty years under the Proprietors; and the rest of the time, seventy-four years, under the Crown.

Cornelius Longfield, a step-son of Thomas Lawrence, seems to have disposed of all his step-father's land as well as his own, and, having married Dr. Henry Greenland's daughter Mary, inheriting some of Greenland's lands on the opposite side of the river, and being executor for John Inian's wife Mary, who inherited from her husband, they had no children, he disposed of much of the land along the city side of the Raritan.

Longfield sold a farm on the south side of Livingston Avenue, which, after one or two transfers, was bought by Enoch Vreeland. Vreeland sold a number of lots on the river end of this farm, and then sold the remainder of the farm to John Van Nuys. This farm was bounded by Livingston Avenue on one side, and by Remsen Avenue on the other. The next farm from Remsen Avenue to Commercial Avenue went to his son-in-law, William Cox. The third farm from Commercial Avenue to Nichol Avenue was bought by John Voorhees, as was also the next, from Nichol Avenue to Clifton Avenue, at the end of George Street, Clifton Avenue being one of those peculiar



WESTON'S MILL POND, PART OF THE LAWRENCE PURCHASE

streets which runs in nearly every direction, as it begins in Burnet Street and ends in Burnet Street, after making a long detour around the head of several ravines or gullies.

Following now Longfield's division of lands: Next to John Voorhees he opened a lane called Ryder's Lane, and on this lane he sold lots on both sides as well as both sides of Clifton Avenue as far as James Neilson's old entrance, and on one side, the east, down to the river. Next to these lots he sold Anthony White the Cold Spring farm of 300 acres, and beyond that came the Mary Nevill, or Evans' place, where the new bridge cuts through, and two or three farms on Teunison's or Wilcox's Lane, running from Weston's Mills pond down through the point of land made by the river and Cromelins' creek, which is the portion of Lawrence's brook below the dam, getting its name from the purchaser of a farm along the creek side of the land.

It was at the extreme, or river, end of this lane that Longfield lived, with a mill at Weston's pond.

The first historian that we are indebted to for mention of this locality is Jasper Danker, who crossed New Jersey to the Delaware River in 1679; his guide was a son of Augustine Hermans who bought of the Indians in 1651, and he stayed over night with Longfield at the mouth of Lawrence's brook, called by the Indians Piscop-peek creek. He stayed with Henry Greeland going, and with Long-



NEW HIGHWAY BRIDGE OVER THE RARITAN

The road leading to this bridge runs through the land of the first settlement of New Brunswick

field coming back, taking two different routes from a point now near Princeton.

The next traveler through this section was a Captain Nicholas, who, in 1680, says there are few plantations on the south side of the Raritan, but mentions Thomas Lawrence, a baker of New York, and his wife's son, Cornelius Longfield, and also locates the falls as two miles above Longfield's, which would bring it about where the preponderance of evidence places it, between Henry Greenland's, or Johnson's pond outlet on the east side, and Cannon's Point on the west, just about the foot of Hamilton Street. Below the falls, or ford, John Inians established his ferry which crossed from a little

above Raritan Avenue in Highland Park to the foot of Albany Street, in New Brunswick. This ferry, established in 1686, and granted for life in 1697, was operated continuously until the bridge was built in 1791-93.

John Inians first undertook to open and improve this path for regular travel and also improved a path known as the lower road, and later as George's road, which went to the Delaware at Burlington. It was on these two paths that New Brunswick began to build its first houses and the town.

Kalm, a Swedish traveler, in 1748, describes the city as of one street lengthwise and one street crosswise. The first was called Burnet and the second French Street. While Enoch Vreeland and John Van Nuys were selling lots on Burnet Street and later cutting up the land immediately south of Livingston Avenue, or Inians' Line as it was then known, Philip French acquired much of Inians' two lots. A very interesting book of leases, still preserved, shows how the land on French, Albany, Drift, Water, Peace and Church Streets was disposed of by him. The growth of the city for the first 100 years was mainly on Longfield's and Inians' adjoining lots, while the Dutch and Presbyterian Churches and the Court House and Market were located on the Vreeland-Van Nuys and William Cox tracts.



THE GRAVE OF MISS ELLIS

Located in the woods, to the left of the Soldiers' Monument, at the bridge entrance from New Brunswick.

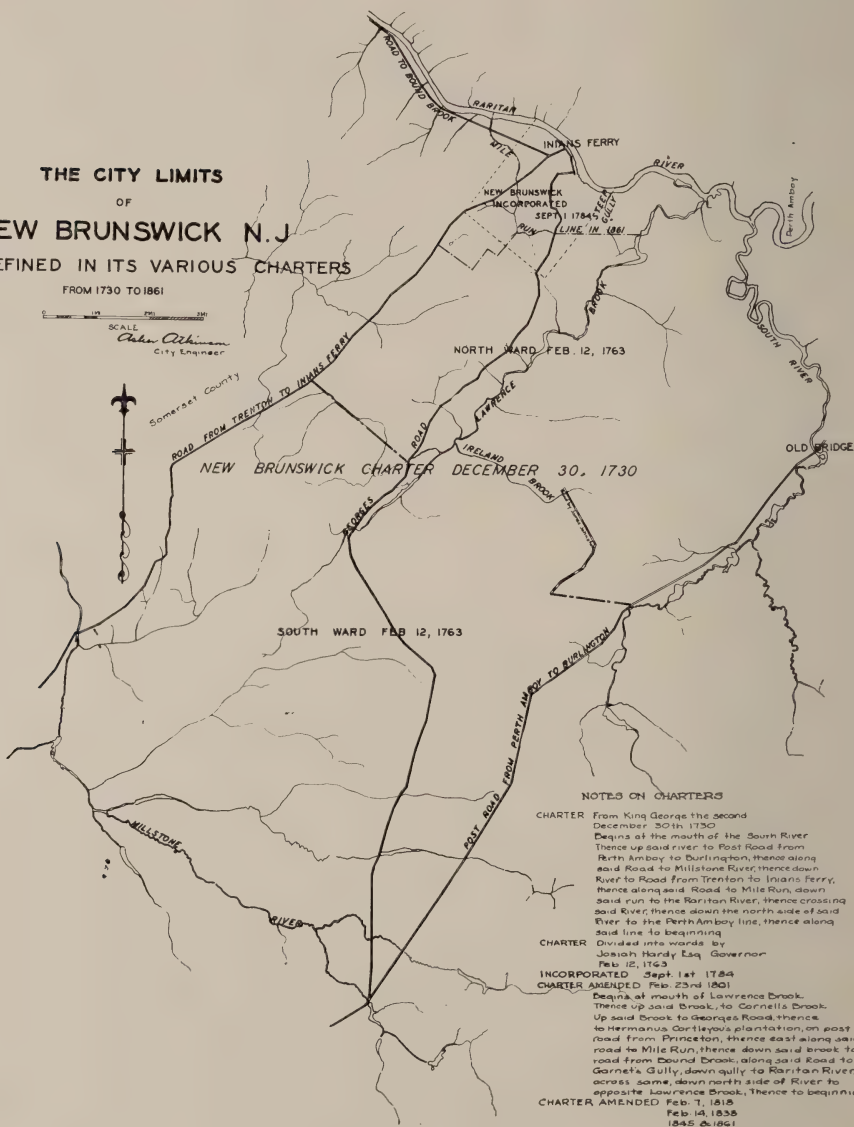
THE NEW BRUNSWICK CHARTERS

A few words should be said about the political aspects of the New Brunswick charter of 1730. There was a definite attempt made to create a city on the English pattern, so far as possible under the circumstances. In the first place the regular colonial officials were excluded. The city was to have a separate sheriff from the county. A coroner was popularly elected for the city and apparently the treasurer also. The city was also endowed with judicial organization equal to that of a county. The Mayor, Recorder, and Alderman were individually Justices of the Peace, and those of them, of which the Mayor or Recorder must be one, might hold the quarter sessions. Moreover they were also to be a court of common pleas, the city clerk being Clerk of the Peace and of the Pleas. The Mayor was appointed annually by the governor. Nor did he have any executive functions as we now know them—no veto, no appointive power, his chief function being that of presiding over the Common Council. This latter body, which after the Revolution became separated into two kinds of members. These were first the Aldermen, six of the "principal freeholders," elected annually by the people, and secondly the Assistants, otherwise called councilmen, "persons of good capacity, freeholders," also elected. The former were listed as "our well beloved William Cox, Jacob Oakley," etc., "Esquires;" the latter as simply "John Thompson, Cort Voorhees," etc. New Brunswick was thus comparatively democratic.

Sitting together in one body as the Corporation, Mayor, Recorder, Aldermen, and Assistants, there was no doctrine of separation of powers or division of functions. This governing board exercised all the corporate powers. The legislative functions were very limited. Laws and ordinances to be in force more than six months must be submitted to the Governor and Council within six weeks. They might make freemen, levy taxes, own property up to a limit of one thousand pounds income, grant licenses, enforce the assize and assay, *i.e.*, inspection of victuals and drink, regulate weights and measures, establish markets and fairs, and regulate internal policing of the city.

What did the city pay for these privileges? For it had been customary for English cities to buy such exemptions from royal control. In New Jersey the payments were quite nominal, in Perth Amboy

THE CITY LIMITS
OF
NEW BRUNSWICK N.J.
AS DEFINED IN ITS VARIOUS CHARTERS
FROM 1730 TO 1861



being a hunting horn, annually, in New Brunswick a sheaf of wheat, and in Elizabeth, a fatted calf.

It must also be remembered that there were no public officials dependent on the public treasury for salaries. Service was honorable and honorary. Fees were the sole source of income. The Mayor was also clerk of the market, to provide him with fees, the sheriff, also water bailiff. The municipal officers were volunteers or conscripts. There were usually penalties for refusing office, but in New Brunswick the only penalties were fines on the overseers of the poor and constables for refusal to serve or neglect of duties.

After the Revolution all cities had to be rechartered, as the appointive powers of the Crown ceased and no provision was at hand for the filling of the offices as provided in the Colonial charters.

CHARTER OF 1730

"GEORGE THE SECOND by the grace of God of Great Britain ffrence & Ireland King defender of the faith, etc. To all to whom these presents shall come Greeting. Whereas our Loving Subjects Thomas ffarmar, Jacob Okey, James Hude, Dolin Hegerman, Lawrence Williamson, Duncan Hutchisson, Derrick Schuyler, William Okey, Paul Miller, William Williamson, Abraham Bennet, Cort Voorhees, James Neilson, John Balding and Many Others Inhabitants of our Town of New Brunswick and Land thereunto adjoyning in our Province of New Jersey by their Humble Petition Presented unto our Trusty and well beloved John Montgomerie Esqr our Captain General & Governor in Chief of our said Province of [New Jersey] New York & Tracts of Land depending thereon in America & Vice Admiral of the same etc. In behalf of themselves & others the ffreeholders & Inhabitants of the said Town & Lands adjoyning have set forth that the said Town of New Brunswick standing near the head of a fine Navigable River and being the Most Convenient place for Shipping off the produce of a large and plentiful Country Lying on the back thereof is a place of very Considerable trade & Commerce And Humbly praying for our Royal Grant by Letters Pattent under our Great Seal of our said Province of New Jersey to Incorporate the ffreeholders Inhabitants of the said Town of New Brunswick and Land adjoyning into a body Corporate & Politick with Perpetual succession by what name our said Governor Shall think fit as also to Grant such Immunitys and previledges as may be thought requisite for the well ordering and ruling thereof &c. We being Willing to promote trade Industry rule and good order amongst all our loving Sc^{ts}

Line to the north side of the said river. Hence
 down the said river as it runs including the space
 i. high water mark on the north easterly side thereof
 into the bounds of Perth Amboy aforesaid and
 thence along the said bounds to the beginning to be
 from hence forth. Later known and distinguished by the
 name of the City of New Brunswick and the liberties
 and precincts thereof and that they the said Thomas
 and Jacob Jachy James And John Stanger James
 William for James Hatching for Derrick Jachy W. K.
 Jachy Paul Miller William Hulse for Abraham Smith
 Carl Vanderpauwe John John Bodding And all others the
 Executors and Administrators which are our natural
 born subjects that follow any Mannual Trade Mynery
 or Occupation within the limits and boundaries aforesaid
 and their Executors and Administrators that shall
 hereafter be made to the City of New Brunswick
 hence forth be and shall be for the use and
 benefit of the said City and Town
 Trade and Industry and the better
 Improvement thereof. We have of our especial grace certain
 knowledge & mere Motion given granted ratified con-
 firmed constituted appointed & ordained And by these pre-
 sents do for us and our successors Give Grant ratify
 confirm constitute appoint and ordain that hence forth
 the number of the said City a Mayor a Recorder
 five Aldermen a Town Clerk six Jurymen a Sheriff
 one a Chamberlain or Treasurer a Coroner a Marshal or

jects in granting their reasonable request in that behalf WHEREFORE KNOW & SEE THAT WE of our especial grace certain knowledge & meer motion have Constituted, appointed, ratified and Confirmed and do by these present Give Grant Constitute appoint, ratify and Confirm the said Thomas ffarmar, Jacob Oake, James Hude, Dolin Hereerman, Lawrence Williamson, Duncan Hutchinson, Derrick Schuyler, William Oaky, Paul Miller, Wm. Williamson, Abraham Bennet, Cort Voorhees, James Neilson, John Balding and the rest of the Freeholders and Inhabitants of said New Brunswick and land adjoining and to [their successors forever] with the following limits, Boundaries & precincts (to wit): All that Tract of Land beginning at the mouth of South river upon the bounds of the City and Precincts of Perth Amboy and from thence following the said bounds up the said River unto the post Road that leads from Perth Amboy to Burlington and along the said road to Milston Brook or River from thence down the same brook or river as it runs unto the Country road that leads from Trenton to Inians ferry thence easterly along the said road unto a brook called the Mile run about a Mile Distant from the said ferry thence down the said Brook as it runs (Including the same) unto the mouth thereof where it emptys its self into Raritan River thence on a Line to the north side of the said river thence down the said river as it runs (Including the same to high water mark on the northeasterly Side thereof) unto the bounds of Perth Amboy aforesaid and from thence along the said bounds to the beginning to be from henceforth Called, known and distinguished by the name of the CITY OF NEW BRUNSWICK and the liberties and precincts thereof and that they the said Thomas ffarmar, Jacob Oaky, James Hude, Dolin Hegerman, Lawrence Williamson, Duncan Hutchinson, Derrick Schuyler, Wm. Oaky, Paul Miller, William Williamson, Abraham Bennit, Cort Voorhees, James Neilson, John Balding And all Other the ffreeholders and Now Inhabitants which are our natural born Subjects that follow any Manuall Trade Mistery or Occupation within the limits and boundaries aforesaid and their Successors, ffreeholders and ffreeman that shall hereafter be made by virtue of these presents shall from henceforth be one Body Corporate and Politick and that for the better ruling and governing the said City and Precincts and liberties thereof the Increasing of trade and Industry & Suppressing of Vice Idleness and Immorality WE have of our special grace Certain Knowledge & meer Motion Given, Granted, ratified, Confirmed, Constituted, appointed & ordained And by these presents do for us and our successors Give, Grant, ratify, Confirm, Constitute, appoint and ordain that there shall from hence-

At a meeting of the Common Council to be held
for the City of New Brunswick on the twenty
fourth day of December 1735

Present Thomas Morris Esq Mayor
James Ande Esq

John Van
Jacob Oltke
Dirck Van Hensdalen
Dirck Schuyler

Wm. Williamson
John Van Dyck
David Litch
Crispin Bonnet
Paul Miller

City of New Brunswick &c

On the seven & fourth day of December
in the fourth year of the reign of our
sovereign Lord George the second by the
Grace of God of Great Britain Prince & Island
King &c and of Denmark &c the Mayor
Recorder Aldermen & assistants in Common
Council convened at the house of James
Bauding Esq Mayor of the City for the good rule &c
& government did make & ordain the following
Laws rules and Ordinances - viz

Ordered by the Common Council that James
Bauding Esq have their freedom &c

forth be in the said City a Mayor Recorder six Aldermen, a Town Clerk, six Assistants, a Sheriff, a Chamberlain or Treasurer, a Coroner, a Marshal or Searjant at Mace, three Constables and two overseers of the poor to be assigned, nominated and appointed, elected & chosen and Sworn as is herein & hereby appointed, directed and mentioned, which Mayor Recorder, Aldermen and Commonalty and their successors now are and at all times hereafter shall be one body Corporate and Politick Which We do by these presents for us and our successors Create, Constitute, make and ordain And that they the said body corporate and Politick have a Perpetual succession in Deed, fact & name to be known and distinguished in all Deeds, Grants, bargains, sales evidences, writings or otherwise howsoever by the name of the MAYOR, RECORDER, ALDERMEN AND COMMONALTY OF THE CITY OF NEW BRUNSWICK.

“And Further Know Ye that we have assigned, named and ordained, constituted and appointed and do by these presents for us and our successors assign, nominate, ordain, constitute and appoint our well beloved Thomas Farmar, Esqr., to be Mayor of the said City and Clerk of the Market. And we assigned, named, constituted, ordained, appointend and do by these presents assign, name, constitute, ordain and appoint our well beloved James Hude, Esqr., to be Recorder of the said City, and Wm. Cox, Jacob Oakey, Dally Hagaman, William Cheasman, Josiah Davison & Lawrence Williamson, Esqrs., Citizens of the said City to be present Aldermen of the same, and appoint John Thomson, Cort Voorhees, Minne Voorhees, Henry Longfield, William Williamson, John Van Dyck to be the present Assistants, James Neilson to be Clerk of the said City to execute and perform all things which unto the said office doth belong. Alexander Moore to be Chamberlain or Treasurer. Thomas Marshall to be Coroner, Evan Drummond to be Sheriff & Water Bailiff and John Dally to be the Marshall or Serjeant at Mace. John Van Nys & Daniel Fitch to be overseers of the poor. And do by these presents assign, nominate, constitute, ordain & appoint John Stevens, David Lee & Michael Moore to be Constables of the said City.

The charter provided for the future appointment of a Mayor, Recorder and Sheriff by the Governor, and for the election of the Aldermen and Assistants annually on the second Tuesday in March, as well as the other officers named by the charter. The charter further provided for a Court of Quarter Sessions, of which James Neilson should be clerk. Finally, for all of these offices, powers, privileges, etc., there must be paid annually by the city, if demanded, “one

sheaf of wheat at the dwelling house of the Mayor." This charter was signed by "John Montgomerie, Gov."

The first thirteen ordinances passed by the Council, of which the first four are missing, though referred to by title and number in 1733, were, briefly stated, the following:

1. Admitting of strangers to be made free of the city.
2. The law of the Lord's Day.
3. Children or servants not to play on the Lord's Day.
4. Law relating to public houses (shall not sell on the Lord's Day).
5. Negro, Indian or Mulatto slaves not allowed on streets after ten.
6. Three shillings penalty for failure to be present to hold Court.
7. All meat, fruit and vegetables must be exposed for sale at market.
8. Hucksters must wait two hours before buying at market.
9. Fire ordinances, appointing chimney and hearth viewers.
10. Hay not to be within 16 ft., 6 in., of any chimney.
11. Strangers not free to city; to be reported every month to constable.
12. Roads and bridges worked by inhabitants on summons, or fined.
13. Regulating weights and measures.
14. A law for levying £20 to defraying the charge of the poor. Three years later, February 11, 1734, the next ordinance was passed, viz.:
15. For paving streets in the city of New Brunswick, applied to Little Burnet.

Two years later bills for building the Court House came up for payment.

16. Forbids the firing of guns, squibbs or fire crackers in the streets, with three shillings fine.

[The Council had been meeting at Mrs. Baulding's, the first public house mentioned in New Brunswick.]

17. Provides for the furnishing of a good leather bucket by each householder, who shall have a fire place. If two fireplaces, then two buckets for public use at times of fires.

(See Charter of 1730, New Brunswick Hist. Club, 1913.)

The Council met at the Court House October 18, 1737, and the 18th Ordinance for the recovery of fines, penalties, etc., was passed, and Nicholas Lake appointed poundkeeper. The 19th Ordinance provides that Council shall meet four times a year, on the third Monday of January, April, July and October at two o'clock, with penalty of six shillings for failing to attend. Garret DeGraw was appointed sealer of weights and measures. Reuben Runyon and Aaron Van Cleave were appointed chimney-viewers. Ordinance 5 was amended with a gaol penalty. January 16, 1737-38 the first Coroner's fee is noted, of £1.14.9, on the body of John Perkins, and the same on the body of Elizabeth Williams, and the first tax levy of £20 is made, according to the discretion of the assessors on March 1, payable on or before May 1. Ordinance 5 regulating slaves and negroes on the street at night is reconsidered and made more strict and exacting.

Up to this date the only expenses of the city are the bridges on Burnet Street, the Court House, the poor and the Coroner. The revenue from the market seems to have taken care of these items. In 1739 the playing of children on the Lord's Day required a new ordinance, and William Ouke and Dirck Schuyler were directed to prepare it; and an ordinance was passed that the bell of the Court House should be rung for the Dutch congregation until they were provided with a bell of their own. In January, 1739, the price of paving in Burnet Street is given at 2s. 6d. a foot front. On October 20, 1740, a street from Jesynthes Van Norden's corner to Nicholas Van Dycke's was ordered to be made. This was from French's line, or the foot of Church Street to Burnet Street; and on May 20, 1741, it was opened through into French Street and "cald Peace Street."

The next tax was levied for £35 to repair the Court House, and it was further ordered that no person shall be assessed less than one shilling, nor any above seven in the tax. In 1743 the Court House bell was to be rung for "both" the congregations. "Both" at this date evidently referred to the Dutch and Presbyterian Churches, as the Episcopal was not built until two years later.

In November, 1745, the street from William Ouke's shop to the bridge (over Mine Run) near John Cannon's Point, was accepted and ordered worked as the other streets; this was Water Street, from French to Mine Run, about where the upper lock now is.

On January 9, 1747, Mayor Farmar conducted Council for the last time, having served nearly seventeen years. He was born in 1674 and died in 1747, at the age of 73.

James Hude, who had been Recorder since 1730, was now made Mayor, and presided on Monday, 17th of August, 1747, when the bill for entertaining Gov. Jonathan Belcher at Paul Miller's was ordered paid. The Governor probably came to install the new Mayor.

The City Minutes, covering a period of twenty years, from 1730 to 1750, give a most interesting glimpse of the life of a small city, its officers and ordinances, its moderation and simplicity. The Court House, market, bridges, fire engine, paving, poor, with an occasional coroner's or doctor's fee, seem about the only expenses. The poor seem to have been a considerable charge; paving was directly assessed on the property; every man had to turn out and help do road mending; public improvements seem to have been provided for by subscription, the market house being an example.

New Brunswick was not settled at once, with a colony coming together, as was Woodbridge, or Elizabeth, or Newark; or built, as was

Amboy, by a powerful association like the Proprietors, but its members dropped in one by one. It is true that quite a number came from Flatlands and that neighborhood on Long Island, as Court, Lucas, Minne, and others of the Van Voorhees family; Jacob and William Ouke; Lawrence and William Williamson; Jeremiah Vanderbilt, Dirck Schuyler, Abram Schuyler, Adriense Quackenbos, Jacobus



"ROSS HALL"

Built by Edward Antill, 1737-39

Schuyler, from Albany. Then Philip French, Peter Kemble, Gerardus DePeyster, John Cholwell, Samuel Bayard, William Farquhar, Anthony White, Edward Antil, from New York. New Brunswick was eminently cosmopolitan. Among the aldermen were: Henry Longfield, son of the first settler; William Cox, a son-in-law; Court, Minne and Lucas Voorhees; Jacob and William Ouke; Lawrence and William Williamson; Jeremiah Vanderbilt, Gerardus De Peyster, Peter Kemble, Philip French, Dirck Schuyler, James Neilson, James Hude, Judiah Higgins, Paul Miller, and others.

At the time Mayor James Hude took office New Brunswick was credited with ninety-one Freeholders, the names following being taken from the City Charter and Ordinances and Philip French's Lease

Book, being of "Our Town of New Brunswick and land thereunto adjoining":

Ashley, Thomas	Harding, Thomas
Alleson, James	Henry, Alexander
Authors, Thomas	Harrison, William
Aten (Auton), Thomas	Hickels, Mrs.
Bennet, Abraham	Johnson, Isaac
Baulding, John and Anne	Johnson, Gerard
Belknap, Samuel	Kemble, Peter (asst.)
Braser, Francis	Kemper, Isaac
Binge, Jacob	Lake, Nicholas
Blane, William	Laforge, David
Bogert, Jacob	Longfield, Henry (asst.)
Bilson, William	Lee, David (constable)
Beveridge, John	Lyne, James (asst.)
Cox, William (ald.)	Lyel, John
Cheasman, William (ald.)	Lambson, Ebenezer
Chambers, David (chimney-viewer)	Moore, Alex. (treas.)
Coyle, Cornelius	Moore, Michael (constable)
Callehan, John	Marshal, Thomas (coroner)
Cannon, John	Mollet, Theo. (poundkeeper, ald.)
Cochrane, John	Miller, Paul (poundkeeper asst.)
Cochrane, Peter	Murphy, William
Cook, Matthew	Market, Peter
Drummond, Evan (sheriff)	Manson, Elizabeth
Dally, John (marshall)	Neilson, James (clerk, ald.)
Davidson, Josiah (ald.)	Norwood, Andrew
DePeyster, Gerardus (asst.)	Ouke, Jacob (ald.)
Deldine, Francis	Ouke, William (ald., recorder)
DeGraw, Garret	Ouke, Abraham
DeGraw, John	Ogden, Nathaniel
Dela-Montagne, Tunis	Pridmore, John
French, Philip (asst. and ald.)	Price, Benjamin
Fitch, Daniel (overseer poor)	Pitt, Samuel
Farmar, Thomas (mayor)	Perkins, John
Farquhar, Dr. William	Pittenger, Elizabeth
Farmar, Brooke	Quackenboss, Adrienne
Fushee, Margaret	Reynolds, John (ald.)
Forenekes, Mrs.	Runyon, Reuben
Giddiman, John	Reed, James
Gibbs, Capt. Richard	Reason, William
Groosbeek, Nicholas	Royce, John
Godfrie, John	Riley, John
Hutchinson, Duncan	Rezeau (Reseau), Mrs. Mary
Heegerman, Dallis (ald.)	Schuyler, Dirck (ald.)
Higgins, Judiah (ald.)	Schuyler, Abraham
Hude, James (mayor)	Schuyler, Jacobus
Heyer, Abraham	Sleght, Peter (chimney-viewer)
Hoagland, Hendrick	Sollom, Tise

Sollom, Mort	Van Dyck, Francis
Sollom, Cornelius	Van Duersen, Hendrick (ald.)
South, Daniel	Van Norden, Jeseyntes
Symonds, William	Van Norden, John, Jr.
Stryker, Peter	Van Norden, Peter
Tingle, John	Van Vechten, Dirck (asst.)
Tomson, John	Van Nuys, John (overseer poor)
Thomson, Archibald	Van Voorhees, Minne (asst.)
Stevens, John (constable)	Voorhees, Court (asst.)
Vredenburg, Peter	Voorhees, Lucas (asst.)
Van Arsdalen, Dirck (ald.)	Van Nuys, Jacobus
Ven Beuren, John	Wetherill, John (ald.)
Van Allen, Dirck	Williamson, Lawrence (ald.)
Van Cleave, Aaron	Williamson, William (asst.)
Van Cleave, Benjamin	Walmsay, William
Van Corlear, Arent	Wright, Thomas
Van Derbilt, Jeremiah	Wyser, Jacob
Van Derbelt, Hendrick	Wylee, John
Van Dyck, John (asst.)	Williams, Elizabeth
Van Dyck, Nicholas	

There were two New Brunswicks—one that was outlined in the charter and of imposing dimensions; another recognized in administering city affairs, which was the “line of the houses.” These 91 Freeholders referred to the latter, as certainly New Brunswick in its city limits must have contained many more.

Taxing was eminently fair. In 1747 a tax laid of £25 was to be assessed “from Thomas Authors’ to Reuben Runyon and Lucas Voorhees upon the hill, Jacobus Van Nuys and Mr. French inclusive.” Authors was at one end of the street and Voorhees at the other, while Van Nuys and French had built outside of the line of houses.

We pass briefly over James Hude’s mayoralty as there are no official records to which to refer. The Minutes of Council are missing from 1750 to April 5, 1796. He served until his death in 1762, fifteen years, which, added to seventeen years as Recorder, makes a total of thirty-two years, a long service even in those days of long terms of office. Hude was a merchant, served also as Judge and a member of Gov. Francis Bernard’s Council in 1758.

New Brunswick obtained a second charter dated February 12, 1763. This second charter was obtained under Gov. Josiah Hardy, and is much a repetition of the first, with a few peculiar and important variations. It established wards in the city; the north ward comprising the real city of New Brunswick and the south ward comprising a great stretch of country west and southwest of the north ward, with separ-

ate care of the poor, and with two freeholders, four aldermen, four councilmen, one assessor, one collector, two constables. One overseer should reside in the north ward and two aldermen, two councilmen, and the same number of others in the south, thus establishing the ward system. It appointed William Ouke, Mayor. The wards divided at Nicholas Johnson's plantation on the county line road, near Nine-mile Run; thence on a line to George's Road, where Rocky Brook crosses it, and down Rocky Brook to Lawrence Brook. The Aldermen for the city were to be Philip French, Henry Guest, David Gano, and Azariah Dunham; and, in the south ward, Isaac Van Dyck and Arie Bennet. Other officers were: James Hude, Clerk, son of the former Mayor; William Ouke and Hendrick Van Deursen, freeholders in the north ward, and John Terheune and George Wetherill in south yard; James Neilson, Recorder. Free citizens were to be made by the Mayor, under seal fee, £5, or less, and only such could follow an art, trade, mystery or occupation in the city. Council could fill offices under certain conditions. Election was to be held on the second Tuesday in March. The charter was approved by Cortlandt Skinner, Attorney General.

William Ouke, the third mayor, probably took office at once, as Hude died in November, and Council met once in three months.

Again we have a Governor in New Brunswick, William Franklin this time, who was probably here to install William Ouke in office. The Middlesex Troop of Horse escorted him from New Brunswick to Amboy. Ouke was a petitioner for the charter; an alderman in 1737; took Hude's place as Recorder in 1747 and, naturally becoming Mayor on Hude's death in 1763, was probably acting Mayor in the brief interim. He is believed to have filled the office until his death in 1779, serving about forty-two years in the three offices of alderman, recorder and mayor.

List of Freeholders when Ouke became Mayor:

Collins, John	Lake, John	Dally, John
Cammell, Robert	Lake, Thomas	Hageman, Thomas
Ireland, John	Lake, Hendrick	Maple, Benjamin
Hude, James	Yeats, William	Van Dyck, Thomas
Allison, Joseph	South, Thomas, Jr.	Baley, Daniel
Baker, Daniel	Wall, James	Binge, Jacob
Cammell, Dunkan	Story, William	Higgins, Judiah
Cheeseman, William	Wetherill, John	Longstreet, Aaron
Cox, William	Wetherill, George	Van Dyck, John
Deane, Aaron	Ashlee, Thomas	Barckaloe, Conrad
Van Voorhees, Court	Fitzrandolph, Isaac	Hageman, Dallius
Anderson, Andrew	Davison, Josiah	Williamson, Nicholas
Corle, John	Davis, Henry	Fountain, Reigniel

Williamson, William	Dildine, Francis	Lyell, John
Dehart, Cornelius	Price, Benjamin	Gibbs, Richard
Bennet, Arie	Costigin, Francis	Van Nuys, John
Laquere, Isaac	Neilson, James	Mountgomerie, Thomas
Cornell, Cornelius	Ouke, William	Van Pelt, John
Van Ander, Jacob	Cockeson, Derrick	Baley, Daniel, Jr.
Waldron, Lafford	Schuyler, Derrick	Williamson, Lawrence
Lake, Nicholas	Ouke, Jacob	Vanduzen, Hendrick
Cornell, Cornelius, Jr.	Schuyler, Abraham	Montoney, Tunis
Van Voorhees, Roeluff	Vandyck, Nicholas	Ogden, Nathaniel
Stoutoff, Gerrard	Sollum, Matthias	Bailey, Samuel
Van Derbilt, Jeremiah	Hartwick, Berrant	Guss, John
Longfield, Henry	Van Clief, Benjamin	Denison, John
Van Voorhees, Lucas	Van Clief, Aria	Craige, Alexander
Chambers, David	Van Norden, Peter	Vorkertson, Vorkert
Runyon, Reubin	Murphey, William	Cornell, Jacobus
Dally, Nicholas	Sleght, Peter	Blane, William

When Mayor Ouke died in 1779 the office of mayor became vacant. His successor is given as William Harrison. Harrison was chimney-viewer in 1745; member of the Engine Company in 1747; lived in William Cox's house, next to James Neilson's, in 1754; one of Christ Church vestry in 1759 and, on April 7, 1779, was chairman of a meeting in the north ward of New Brunswick—New Brunswick proper—to consider the destruction of property lines in that ward by the British occupation in 1776-77. Fortifications and earthworks had obliterated old landmarks, and there had been a failure to record deeds in addition, so that it was proposed to relieve the situation and pass an Act that, in certain cases, made *use or possession* sufficient title.

Harrison, by tradition, was the Mayor from William Ouke's death until 1784. How or when he was elected is not known, but he was the Revolutionary Mayor of New Brunswick.

Before taking up the next period, we will briefly note a few of the happenings under the old charters, and the first four Mayors. Since the city was the outgrowth of the grain production of the surrounding country, mills were obviously the first necessity. Greenland's and Drake's were on opposite sides of Johnson's Pond, and date from 1694; Longfield's was on his stepfather's, Lawrence's Brook, 1716; Enoch Vreeland on College Farm pond, 1717; Gerardus De Peyster on Mile Run, 1739; Puklehammer and French on the same Run, 1754. Miller's Run, the gully, now filled in, next to Commercial Avenue, from the name, must have had a mill on it. In fact, almost every little stream that could turn a wheel had its mill, while brew houses and tanneries were located on smaller streams. Lyles Brook had a brewery on Brewer Street, now John. Barrack Spring Brook, the one between

Albany and Church Streets, had a tannery. Still House Run at the steamboat dock, had a brewery, and this Run also furnished drinking water for boats at the steamboat dock, and the water right was at one period valuable. In time these small streams, not proving adequate, a dam of the Raritan at the Landing was sought, and an Act was passed August 5, 1779, authorizing it. The dam was built a few years later and the remnants may still be seen above the Landing Bridge, causing a ripple or slight fall in the river.

CHARTER OF 1784

After the Revolution was over, and the day of reconstruction came to hand, New Brunswick applied for a charter under the state government, which was granted September 1, 1784.

The first officers appointed and named in this charter were Azariah Dunham, President; Frederick Frelinghuysen, Register; John Taylor, John Neilson, John Schureman, and Henry Guest, Directors; Peter Dumont, John Bray, John Van Embergh, James Douglas, William Van Deursen, Assistants; John Whitlock, Marshal; Abraham Schuyler, Assessor, and Henry Lupp, Collector; and all of them were required to take an oath for the faithful discharge of their duties.

Thus we see that the City of New Brunswick started under the most auspicious circumstances, in having committed into the hands of able men the control and management of her internal affairs; and how familiar are their names, for nearly all of them have left descendants who are now living amongst us to perpetuate their names and memory.

It will be noticed that under the terms of the 1784 charter New Brunswick was deprived of the office of Mayor. During the seventeen years from 1784 to 1801, this officer went under the name of "President," serving one year and elected by the people, who met in "town meeting." It may not be known that in the old-time town meeting the votings were decided by actual division of the audience, those in favor of a motion moving to one side to be counted, and those opposed to the other. In those days the plain and sovereign people had to be counted and were direct rulers of themselves. The town meeting was democratic. It was direct government by the people.

For years and until about 1810, the citizens met at, and used as their polling place, the ancient and first New Brunswick market house, then standing in Commerce Square. After this date the town meetings were held in the "Court House"—old "Union Hall," standing on

the site now occupied by the First Reformed Sunday School building—which in 1842 was bought by the City and called “City Hall” until 1853, when the then “new City Hall,” on Liberty Street, was completed.

While during all these years the town meeting voted the “supplies,” all the officials were elected, though probably not by ballot, until more



COURT HOUSE, ALSO CALLED UNION HALL

It was used as a City Hall. It was in this building that the “Public Reception” was tendered to Lafayette.

recently, except from 1801 to 1838, during which years the people chose only their six Councilmen and Town Clerk.

Under the charter of 1784 New Brunswick was governed by a President, Register, four directors and six assistants, all twelve of whom constituted a Common Council, over which the “President” presided. The first “President” was Azariah Dunham. All the members of this old Council, from the executive to assistant, were elected yearly by the people at town meeting.

The charter was altered in 1801, when there was appointed by the Governor and Legislature a Mayor, Recorder and three Aldermen,

holding their office for five years and meeting together in Common Council with six Common Councilmen elected yearly by the town. James Schureman, among the first United States Senators from New Jersey, was the first Mayor under this charter, and, as a consequence, was the first Mayor under a State charter. The Mayor had some little judicial authority and during a few years in the beginning of the century presided over "Mayor's Courts;" the Recorder had about the same jurisdiction as at present; while the Aldermen, until 1838, each had the criminal authority of the present justice of the peace.

The next charter was obtained in 1838, the Whigs in that year having obtained the popular ear in New Jersey as well as, a few years before, in New Brunswick, sent George P. Molleson to the State Legislature. The party wanted to obtain control of Common Council and of the offices in possession of their opponents. So by aid of their Assemblyman the political cards were shuffled and a new charter given the city in 1838. It made all the officers elective for one year—Mayor, Recorder, Aldermen and Common Councilmen, though not changing their number or composition from a single chamber. The judicial power of the Aldermen was also sacrificed and given to justices of the peace appointed for five years. All this created a terrible sensation among the patriotic members of Common Council, who thus saw themselves quietly lifted from official life and patronage.

At the suggestion of one Alderman, Mr. James E. Zabriskie, the following remonstrance and resolution was adopted:

"WHEREAS, it is understood that a bill has been introduced into the Legislature, proposing so to amend the Charter of the City of New Brunswick as to refer the elections of the Mayor, Recorder and Aldermen to the people, with the view of invalidating their respective Commissions and appointing justices for the City for five years in their places; and whereas it is believed that the proposed alteration is not at all desired by the people of said City, in as much as it would effect no material change in either its councils or government but merely a change of one set of police magistrates for another, both holding their offices for five years; therefore, &c."

The result was a remonstrance to the legislature; and about a month afterwards a report was made to the Common Council and the following adopted:

WHEREAS, It has been authentically ascertained, that the bill "entitled an act further to alter and amend the Charter of the City of New Brunswick" has passed both houses of the Legislature and become a law; and whereas, it is the opinion of this Council that the act is a nullity in as much as, first, it "impairs the obligations of contracts" and thus violates the Federal constitution; second, it reduces the term of service of justices of the peace and thus violates the constitution of the State of New Jersey; and, third, that it violates the

commissions of legally appointed officers and thus conflicts directly with the decision of the Supreme Court of the United States; therefore with a view to act advisedly on the premises,

Resolved, That a committee be authorized forthwith to procure the opinion upon the above important points of a distinguished jurist resident out of the State of New Jersey.

The Council voted \$25 for this foreign opinion; but all was of no avail, and the new order of things went into effect, lasting until 1863, when the charter was again thoroughly changed. The Mayor was given a two years' period of existence, the Recorder three, six Aldermen and six Councilmen, two; the Mayor and Recorder were excluded as members of Common Council, which elected as its first president, John V. Henry.

This was under the charter of March 13, 1863, which dropped the title "Councilmen" and adopted that of "Aldermen" for the ruling body, who were elected by three election districts composed of the six wards, as follows: The first ward composed the first district, the second, third and sixth the second district, and the fourth and fifth wards composed the third district.

Each district elected four aldermen in 1863, and two each year thereafter. The long and short terms for the first election were decided by lot, the one drawing the ticket marked "one year" serving for the short term and the one drawing "two years" the full period. This method of electing by districts continued until 1871 when the charter was revised as follows:

"A FURTHER SUPPLEMENT to an act entitled "An Act to revise and amend the charter of the City of New Brunswick," approved March eighteenth, anno domini, one thousand eight hundred and sixty-three.

1. *BE IT ENACTED by the Senate and General Assembly of the State of New Jersey*, That hereafter the City of New Brunswick shall be divided into six wards, the boundaries of which shall be as follows: (Description is here given.)

2. *And be it enacted*, That each ward shall be hereafter authorized to elect annually one alderman, who shall hold his office two years, and in each and every year there shall be elected in each and every ward one chosen freeholder, one constable, one ward clerk, three judges of election, who shall hold their offices respectively for the term of one year.

3. *And be it enacted*, That the aldermen whose terms of office do not expire on the First Monday after the first day of May, one thousand eight hundred and seventy-one, shall be and they are hereby continued in office for the period for which each of them were elected and qualified."

"15. *And be it enacted*, That this act shall take effect immediately.

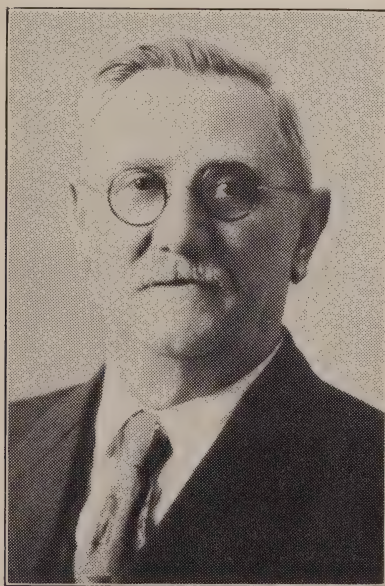
"Approved February 23, 1871.

On January 8, 1874, the following notice appears in the *New Brunswick Times*':

LEGISLATIVE APPLICATIONS

Notice is hereby given that application will be made at the next session of the Legislature of this State to divide the city of New Brunswick into seven wards, and to provide for the election of three Aldermen from each ward, to serve three years each.

The inside story of this application can be traced to the election of the president of Common Council. When the council was deadlocked, six Democrats and six Republicans, it was impossible to elect a president and the business of the city was at a standstill, salaries and other bills were unpaid. The passage of this amendment was not pushed, but the bad effects of the twelve man council was apparent, particularly when it came to pass that two members of council tossed a cent to decide the contest for President of Council in 1892, the Republican won and some of the uncharitable Democrats accused the Republican of having a two-headed cent. This was the straw that broke the camel's—or rather the donkey's—back and resulted in the amendment passed by the Legislature creating the office of Alderman-at-Large. The council continued to consist of twelve Aldermen and an Alderman-at-Large until the adoption of the Commission form of government in 1915.



WILLIAM C. JACQUES
First Alderman-at-Large

NEW BRUNSWICK TOWNSHIP FORMED

Up to 1860 New Brunswick was a part of North Brunswick Township. In this year the township of New Brunswick was formed. The following extract from the laws of 1860 explains the manner in which the change took place:

LAWS OF NEW JERSEY

An act to set off a new township from the townships of North Brunswick and Monroe, in the county of Middlesex, to be called the Township of East Brunswick, and also a new township from the township of North Brunswick, to be called the township of New Brunswick.

"2. And be it enacted, That all that part of the township of North Brunswick, in the county of Middlesex, lying and being within the following limits, viz: beginning at the mouth of the Mile Run brook, where it falls into Raritan river; thence southeasterly up the said Mile Run brook to where it crosses George's road; and thence due east until it strikes Lawrence's brook; and thence down the said Lawrence's brook, following the several courses thereof, until it falls into the Raritan river; thence northeasterly up Raritan river to Mile Run brook and beginning, to be called the township of New Brunswick.

* * * *

3. And be it enacted, That the inhabitants of said township of East Brunswick be and they and their successors are hereby constituted bodies politic and corporate, by the names of the "Inhabitants of the township of East Brunswick, in the county of Middlesex," and "Inhabitants of the township of New Brunswick, in the county of Middlesex," and shall and are hereby, in their corporate capacities, invested with and entitled to the same rights, powers, privileges and authorities, and made subject to the same regulations, duties and governments as by law are vested in and prescribed for the several townships in the county of Middlesex."

* * * *

"5. And be it enacted, that the inhabitants of said township of New Brunswick shall hold their first town meeting at the court house, in the city of New Brunswick, at the time appointed by law for holding the annual town meetings in other townships in the county of Middlesex."

* * * *

7. And be it enacted, That on the first Tuesday of May next, the town committees of the said townships of North Brunswick, East Brunswick and New Brunswick, shall meet at the inn kept by Saxon M. Tice, in the said new township of East Brunswick, at ten o'clock in the forenoon of that day, and shall then and there proceed, by writing, signed by a majority of those present, to allot, divide and assign to the said townships of East Brunswick and New Brunswick such proportion of all the real estate and personal property, and of all surplus moneys of the said township of North Brunswick then on hand, due

or owing, arising from taxes on dogs, road taxes, taxes for the support of the poor, and for the education of children, as the taxable property, and ratables of those parts of the townships of East Brunswick and New Brunswick, which are taken off from the township of North Brunswick, bears to the whole taxable property and ratables of the present township of North Brunswick, according to the assessment, and the said townships of East Brunswick and New Brunswick shall be liable to pay a like proportion of the debts of the said township of North Brunswick, if any there shall be at that time; and that the said township committees shall then and there also proceed to make a distribution between the three townships of North Brunswick, East Brunswick and New Brunswick, of such poor persons as shall be chargeable upon said township of North Brunswick, at or immediately preceding the time at which this act is to take effect; and that in the division and distribution of the said poor, the said three townships, respectively, shall be governed by the same laws, rules and regulations by which they would have been governed had they heretofore existed as separate townships, and if in relation to any such poor it be uncertain to which of the said three townships they of right, and law belong, then the said three committees shall divide the same between the said three townships, according to the rule of proportion hereinbefore given; provided, that if any of the members of said township committees, or either of them, shall neglect to attend at the time and place aforesaid, it shall and may be lawful for the members of said committees, or either of them as shall attend, to proceed to such division of property and distribution of poor, as is by the section prescribed, and a decision of a majority of those present shall be final and conclusive."

* * * *

"13. And be it enacted, that this act shall take effect immediately."

February 28, 1860.

COMMISSION GOVERNMENT REPLACES ALDERMANIC RULE

The Commission form of government was adopted by the City of New Brunswick at an election held March 2, 1915. At two previous elections the proposition was defeated, the movement for the change from the Aldermanic form being sponsored by the Board of Trade.

The officers in charge of the election of 1911, was Mayor John J. Morrison, president; John P. Wall, secretary-treasurer. For the election held in 1913, Harry J. Rolfe, president, and William Oughton, secretary. The successful election of 1915 had William R. Reed as president, with August C. Streitwolf as legal adviser.

In 1911, at an election held June 27, Commission Government was snowed under, 2 to 1. A big reversal of sentiment had transpired by the time the second election was held on April 29, 1913, and at that election Commission Government came within 57 votes of the anti's total, and would undoubtedly have won with efficient election day organization.



EDWARD F. FARRINGTON
First Mayor under Commission Government

In the 1911 election the vote was 1,295 for, and 2,521 against. Commission Government carried only one poll, the first of the Fourth Ward. Both parties worked against it and it was defeated by 1,226.

In 1913 the vote was 1,880 for, and 1,927 against. One more vote was cast than in 1911. Commission Government carried nine of the polls, but lost through the heavy anti vote of the Third Ward. The polls Commission Government carried were the Third of the First Ward, the Third of the Second Ward, all four of the Fourth Ward, the First of the Fifth Ward, and the First and Second of the Sixth Ward.

Commission Government petitions with 1,317 names attached, were filed with City Clerk John Watson Saturday afternoon, February 13, 1915, by William R. Reed, president of the Commission Government League, and A. C. Streitwolf, counsel of the League.

Upon the filing of the petition the Commission Government League went at the matter systematically, founded organizations in each ward, appointed workers and challengers to the several polls. As a result the vote for a new system of government was decisive and left no need of a recount.

The election took place on March 2, 1915 and the majority in favor of the adoption was 818. As a result New Brunswick had its first Commission Government election on April 6, 1915. The men, and their representatives, who had been active for years in securing the Commission form for New Brunswick for the most part figured in the returns as losers. The Good Government League men declared that they were "liberally decorated with the double cross."

What was called "the politicians' ticket" before election, went through with flying colors. The commissioners elected were: Edward F. Farrington, 2,745; City Recorder Edward Houghton, 2,665; James Mershon, 2,142; former-Mayor John J. Morrison, 2,115; Alderman Charles A. Oliver, 1,863.

Mayor Austin Scott ran seventh, with a vote of 1,746, and Alderman Joseph J. Feaster was sixth, with 1,806 votes. The contest between Aldermen Feaster and Oliver was very close, and the result of the fifth place fight was in doubt, until the last poll was in. Oliver defeated Feaster by 57 votes.

The result showed the importance of the second, third and last choices on the preferential ballot, and the slight esteem in which these choices were held by the voters. Candidates received 23,239 first choice votes, 11,606 second choice, 6,878 third choice, 2,468 last choice, total 44,191 votes. Illustrating the importance of the second, third

and last choices, Farrington received 2,306 first choice, and only 439 others, while Mershon, who with 1,464 first choice votes, was beaten in that column by Oliver, with 1,492, outran him on the other choices and wound up with a 284 lead over Oliver, who was regarded as his running mate, as the campaigns of the two had been jointly conducted. Mayor Scott had 1,447 first choices, but fell behind on the others.

Farrington came very close to election on the first choice alone. With a total of 2,338 votes required for a majority, he polled 2,306 first choice. Houghton made a remarkable first choice run, with 2,259 votes.

The vote by wards for the first seven candidates, who alone were really in the running, follows:

Farrington—First Ward, first choice 489, second 30, third 17, other 3. Second Ward, first 507, second 42, third 11, other 7. Third Ward, first 380, second 29, third 7, other 4. Fourth Ward, first 273, second 60, third 30, other 7. Fifth Ward, first 306, second 57, third 25, other 4. Sixth Ward, first 351, second 61, third 45, other 9.

Houghton—First Ward, first choice 432, second 47, third 10, other 2. Second Ward, first 504, second 36, third 14, other 4. Third Ward, first 390, second 26, third 7, other 2. Fourth Ward, first 263, second 65, third 31, fourth 6. Fifth Ward, first 309, second 46, third 18, other 3. Sixth Ward, first 361, second 60, third 26, other 3.

Mershon—First Ward, first choice 247, second 98, third 26, other 2. Second Ward, first 212, second 100, third 23, other 4. Third Ward, first 364, second 42, third 9, other 1. Fourth Ward, first 241, second 101, third 34, fourth 15. Fifth Ward, first 218, second 66, third 31, other 9. Sixth Ward, first 82, second 78, third 29, other 10.

Morrison, First Ward, first choice 210, second 57, third 21, other 4. Second Ward, first 251, second 77, third 19, other 3. Third Ward, first 145, second 39, third 15, other 2. Fourth Ward, first 368, second 118, third 38, other 9. Fifth Ward, first 261, second 53, third 24, other -10. Sixth Ward, first 253, second 96, third 39, other 3.

Oliver—First Ward, first choice 275, second 51, third 11, other 4. Second Ward, first 319, second 39, third 13, other 2. Third Ward, first 443, second 20, third 13, fourth 0. Fourth Ward, first 171, second 57, third 17, other 7. Fifth Ward, first 164, second 46, third 17, other 5. Sixth Ward, first 120, second 44, third 17, other 5.

Feaster—First Ward, first choice 281, second 33, third 10, other 4. Second Ward, first 506, second 46, third 13, other 7. Third Ward,

first 193, second 83, third 10, other 0. Fourth Ward, first 194, second 46, third 24, other 5. Fifth Ward, first 85, second 45, third 16, other 4. Sixth Ward, first 147, second 53, third 18, other 3.

Scott—First Ward, first choice, 208, second 42, third 6, other 2. Second Ward, first 242, second 36, third 16, other 5. Third Ward, first 127 second 16, third 3, other 4. Fourth Ward, first 361, second 41, third 21, other 9. Fifth Ward, first 219, second 33, third 12, other 2. Sixth Ward, first 290, second 37, third 10, other 4.

Farrington and Houghton were elected on the first and second choices. The other commissioner elected needed the other choices to determine the winner. Seventy-six sets of figures had to be tabulated for each candidate, and 61 additions made. The tabulators to complete their work made 6,728 entries upon the tally sheets.

There were 4,674 votes cast in the several wards as follows:

First Ward	778
Second Ward	896
Third Ward	624
Fourth Ward	878
Fifth Ward	690
Sixth Ward	808

4,674

The day after the election there were several disappointed candidates and on behalf of one of the city tax assessors Theodore Strong applied to Supreme Court Justice James J. Bergen for a writ of certiorari reviewing the election. The attorney was referred to Justice Swayze, who granted the writ. At Somerville on April 17, upon hearing the application contesting the constitutionality of the preferential law under which the five commissioners were elected Justice James J. Bergen reserved decision.

Lawyer Strong made his chief attack upon the provision in the law requiring that a voter must vote for five of the candidates, whether he wanted to do so or not. A voter might have one candidate he wanted to see elected and yet, under the law, he would have to vote for five and thus vote against the interests of the one man he was especially concerned in.

He also contended it was a gambling law and against the interests of the state. In case of a tie, all the choices were counted by the city clerk, who was to declare the winner by lot, a proceeding which was

unconstitutional. He argued that the Legislature had no power to delegate this power to the city clerk.

The defence contended that "the elections had already been held in New Brunswick and the people had recorded their votes by a majority and it was now too late to upset the elections on motion based upon some accidental or theoretical point.

"The proper proceeding would be by *quo warranto* or *mandamus* and it was now too late to start such proceedings."

In an opinion filed in the Supreme Court at Trenton on April 20, Justice Bergen dismissed the writ secured to set aside the commission government election of commissioners in New Brunswick. The opinion fully sustained the constitutionality of the act for the preferential system of voting and validated the election.

In dismissing the writ, Justice Bergen, in his opinion, declared the provision of the preferential voting act, requiring each voter to express on the ballot a first choice under penalty of having his ballot declared void, is not in contravention of the provision of the constitution which declares that every citizen shall be entitled to vote for all officers elected by the people.

"The statute allows each voter to express a second, third and fourth choice, which were to be added in their order to the first and other choices to the extent necessary to ascertain which of the five commissioners had received a majority of all the votes cast, but one choice to be expressed for any person. This does not infringe upon an implied constitutional prohibition against voting for more than one candidate for the same office, for by no possibility could a voter cast more than one effective vote for the same person for the same office."

Upon the receipt of a telegram at 11:50 o'clock April 21, stating that Justice Bergen had dismissed the writ of *certiorari* and had held the preferential ballot law constitutional, the Commissioners at once proceeded to the Common Council chambers, where an organization was effected before 12 o'clock. News that the writ had been dismissed soon became known to the public, and a few persons reached the Common Council room in time to see the Commissioners organize.

The Commissioners acted quickly so as to head off any effort that might be made to secure a restraining order preventing them from organizing. An organization was effected by the election of the heads of departments, as follows:

Mayor and Commissioner of Public Affairs—Edward J. Farrington.

Commissioner of Revenue and Finance—John J. Morrison.

Commissioner of Public Safety—Edward J. Houghton.

Commissioner of Streets and Public Improvements—Charles A. Oliver, Sr.

Commissioner of Public Parks and Public Property—James Mer-shon.

City Attorney—Thomas H. Hagerty.

Acting City Clerk—Commissioner Edward J. Houghton.

On motion of Commissioner Morrison, the Commission then took a recess until 3 o'clock, at which time a resolution was adopted declaring the following offices vacant:

Mayor—Dr. Austin Scott; salary, \$300.

City Clerk—John Watson; salary, \$800.

City Treasurer—John J. Morrison; salary, \$1,500.

City Attorney—Charles E. Tindell; salary, \$2,000.

City Collector—George Weigel; salary, \$3,500.

Comptroller—John T. Bradley; salary, \$1,200.

Tax Assessors—Horatio Mount, J. Fred Orpen, John J. Kinney; salaries, \$500 each.

City Recorder—Edward J. Houghton; salary, \$1,500.

City Surveyor—Frederick C. Schneider; salary, \$300.

Street Commissioner—John J. Curran; salary, \$1,000.

Commissioner of the Sinking Fund—Dr. Francis M. Donohue; salary, \$800.

Superintendent of the Fire Alarm—Robert Stuart; salary, \$500.

City Physician—Dr. Frederick Scott (acting); salary, \$1,000.

Overseer of the Poor—Samuel Schultise; salary, \$1,000.

Steward of the Poor Farm—John Breece; salary, \$600.

Building Inspector—Thomas Egan; salary, \$500.

Harbor Master—Lester Wobbe; salary, \$50.

Alderman-at-large—Edward Burt; salary, \$300.

Aldermen—Salary, \$200 each:

First Ward—Arthur O'Neill, William Van Nuis.

Second Ward—Joseph J. Feaster, George Collins.

Third Ward—Charles A. Oliver.

Fourth Ward—Henry Blaine, William Oughton.

Fifth Ward—Peter A. Tennyson, William F. Miller.

Sixth Ward—Peter F. Kinney, Edward Banker.

Superintendent of the Water Works—Charles H. Morris.

Also all other offices whether elective or appointive.

The compensation of the Mayor was fixed at eighteen hundred dollars and that of each commissioner at fifteen hundred dollars per year.

George Weigel was appointed temporary city collector.

At the meeting of April 28, Eugene J. McLaughlin was elected city clerk at a salary of two thousand dollars yearly.

The following itemized statement shows what the election cost:

Rent, 19 polling places, \$25 each	\$475.00	
76 election officers, \$10 each	760.00	\$1,235.00
County board of election expenses:		
Brown	\$60.00	
Neilson	45.00	
Suydam	45.00	
Hansen	45.00	
Masterson (clerk)	5.00	200.00
Auto hire	\$20.00	
Telephone	.75	20.75
John Watson, city clerk, services	\$570.00	
John Watson, repairing ballot boxes	5.00	
Home News Pub. Co., printing ballots.....	410.40	
Times Pub. Co., ad., "notice of election," 7 times	119.10	
Home News, ad. "notice of election," 7 times.....	210.26	
Times Pub. Co., ad. "sample of ballot," 3 times....	90.00	
Home News, ad. "sample of ballot," 3 times.....	196.56	
C. F. Kelly, pencils and stationery.....	14.80	
P. J. Young Dry Goods Co., wax tape, etc.	25.10	
F. C. Schneider, tabulating sheets for returns.....	25.00	
E. J. McMurtry & Co., blanks, etc.	50.25	
Morrison & Blue Print Co., tally sheets, etc. ?....	115.00	
Erecting and taking down booths:		
E. White	72.74	
L. A. Board	91.96	1,996.17
		\$3,451.92

The names of candidates and vote cast for each one was as follows:

<i>Candidates</i>	<i>First Choice</i>	<i>Second Choice</i>	<i>Third Choice</i>	<i>Other Choice</i>	<i>Total</i>
Edward F. Farrington	2306	270	135	34	2745
Edward J. Houghton	2259	280	106	20	2655
James Mershon	1464	485	152	41	2142
John J. Morrison	1488	440	156	31	2115
Charles A. Oliver, Sr.	1492	257	88	26	1863
Joseph J. Feaster	1386	306	91	23	1806
Austin Scott	1447	205	68	26	1746
Edward A. Brady	823	440	149	41	1453
Charles H. Morris	803	379	167	52	1401
William H. Benedict	912	258	95	38	1303
Peter Kinney	842	300	114	29	1285
Asher Atkinson	623	426	176	38	1263
Elmer E. Wyckoff	474	397	286	93	1250
Howard V. Buttler	582	398	140	43	1163
Douwe D. Williamson	392	387	217	55	1051
William R. Reed	477	324	158	40	999
Henry D. Hobson	327	363	184	64	938
John L. Schnitzler	409	271	183	57	920
Edward Burt	372	276	123	34	805
Ralph T. Holman	299	276	177	51	803
William M. Van Nuis, Jr.	214	288	179	84	765
John P. Wall	170	265	231	55	721
Andrew W. Winckler	219	244	186	62	711
Edward R. Hayes	325	243	108	29	705
Frederick A. Hendricks	204	255	195	48	702
Alphonsus J. Martin	187	224	174	46	631
P. William Miller	278	181	104	47	610
William R. Janeway	132	232	171	62	597
Giles H. Hullfish	117	192	181	66	556
Chas. A. McCormick, Jr.	133	177	132	42	484
J. Brognard Wright	48	147	195	83	473
Michael Jelin	201	150	74	43	468
William H. Boylan	94	201	125	42	462
Haravey B. Groves	103	153	150	56	462
Peter A. Tennyson	123	159	121	41	444
Charles R. Dey	69	142	149	61	421
Thomas L. Acken	102	122	105	57	386
Joseph Pokorny	158	79	107	37	381
F. Randolph Stout	54	95	144	68	361
John Watson	66	103	126	61	356
Edward J. Cahill	76	123	88	43	330
James J. McCloskey	82	124	88	35	329
Henry Seiffert	39	91	130	59	319
Henry E. Austin	91	82	83	45	301
Benjamin I. Smith	32	119	92	49	292
Andrew Gebhardt	65	97	75	46	283
George Cathers	57	113	65	34	269
George W. Collins	81	81	83	22	267
Joseph Fertig	124	96	29	13	262
Joseph H. Freedman	115	63	23	21	222
John H. Moore	60	65	51	28	204
William T. Hayes	56	55	37	33	181
James Racz	89	13	13	18	133
Jason B. Smith	28	40	28	25	121
Jacob E. Nagle	30	25	28	29	112
Herbert J. Smith	17	15	27	25	84
Anthony C. Ritz	23	14	16	17	70
TOTALS	23239	11606	6878	2468	44191



POLICE HEADQUARTERS

POLICE DEPARTMENT

In its earlier days New Brunswick made ample provision for the protection of its citizens. On the granting of the charter in 1730, John Dally was appointed "Marshal, or Sergeant-at-Mace," whose duty it was to see that the laws of the town were obeyed.

The Marshal continued to be one of the regular officials of the city until 1861. His duty consisted partly as constable and partly as police officer. He was assisted by a "night watch," and in 1833, at the suggestion of the Mayor, a "city watch" was organized. In August, 1835, the first policemen were appointed, two in number—Peter V. Spader and John Nafey. The following Marshals did duty in New Brunswick:

John Whitlock, 1784-96; John Manley, 1769-99; Elisha Cox, 1799-1800; John Whitlock, 1800-01; John Manley, 1801-6; Abraham Van Arsdale, 1806-14; James Conklin, 1814-16; Joseph Dunn, 1816-17; Joseph Silcocks, 1817-24; James Priestly, 1824-34; John S. Hoagland, 1834-37; John Campbell, 1837; Thomas T. Strong, 1837-38; John A. Hoagland, 1838-44; Abraham Oakey, 1844-46; Charles Atkinson, 1847-48; George W. Hulfish, 1848-52; John L. Page, 1853; H. L. Sutton, 1854; Nathaniel Martin, also 1854; George W. Hulfish, 1855-6; John Cortelyou, 1857-61; Peter R. Stryker,

1861-3. In 1863 Mr. Stryker was elected by the people as first chief of police. Others who held that position were: Monroe Guise, Enos Fouratt, Charles A. Oliver, John Fitzgerald, Archibald Allen, Michael Fox, Francis J. Harding and Michael O'Connell.

On June 29, 1869, the first regular police patrol was established and on that date the officers appeared in uniform.



The following letters may give some light as to the origin of the city seal. They are from John Parker, of Perth Amboy, to Rev. William Skinner, relative to mottoes for the seal of New Brunswick:

SIR:—I have been divors times to wait upon you at your own house, but you were gone out. I had a favor to ask of you in behalf of the Corporation (that is to be) of New Brunswick.

The seal of Perth Amboy is engraven on the dexter with a hunting horn and over it "Arti Non Impetu." On the sinster side is a ship riding at anchor in a harbor and under it "Portus Optimus." The seal of the City of New Brunswick is to be engraven on ye dexter with a shief of wheat and a pair of Ballances or scales weighing a barrel of flower and over it (Alma Sed Eaqua) and on the sinster with a boat riding at anchor in a river before the town and under it (Laeter Revertor).

The favor now asked of you is to fill up those blanks with apt words, which will be acknowledged by the corporation as well as by your

Most Humble Servant,

P. Amboy, Sept. 17th, 1730.

JOHN PARKER.

I would be glad if you could do it this week.

(ANSWER)

P. Amboy, Sept. 17, 1730.

SIR:—I have filled up your blanks in such a manner as I think they may pass, tho' perhaps not please a nice critik, whom, indeed, it is hardly possible to please. However, but you may know my meaning in general, take it thus: The first is, "Alma Sed Oegua"—by which may be meant a certin of gentlewoman named Ceres, and rightly represented by the sheaf of wheat, displaying her bounty to mankind, but yet with an equal hand as figured by the scales, denoting that that bounty, extended in proportion to industry, and thus may we imagine to hear the goddess say, "sum alma sed sum oegua."

The next is "Laeter Revertor," and this I suppose to be the language of the boat at anchor safely returned to the satisfaction of the merchant's wishes (and that is not easy).

I am, Sir, Yours,

WIL. SKINNER.

In the "Contributions to the Early History of New Jersey" the following comment is made: "The blanks left by Mr. Parker in the original, have the phrases within the brackets written on them in the handwriting of Rev. Mr. Skinner. His suggestions do appear to have been carried out, for the seal of New Brunswick now, which is thought to be the one adopted in 1730, represents an ordinary shield surmounted by an eagle with outspread wings for a crest; an arm holding a hammer is on the dexter side of the shield, a small sloop on the sinster side, the motto "Probity Surmounting the whole."



NEW BRUNSWICK POST OFFICE

THE POST OFFICE

The first notice of a post office in New Brunswick appears in an announcement in 1733, stating that letters were left and should be called for at the house of James Neilson.

Brook Farmer was postmaster in 1764 and Michael Duffey in 1767. Both were innkeepers. How long they held office, when they were appointed or by whom, is not known. The office was known officially during the Revolution and for some years thereafter as Brunswick. The mail facilities depended entirely upon how good the roads were. If they were good and dry, you got your mail; if they were muddy, you had to wait for it.

For years letters were delivered by a carrier at the rate of one cent a letter. Later on the postage rate in letters was raised and free delivery was introduced. Rural free delivery became effective on December 15, 1900, with five routes. The first letter boxes were placed at different street corners for the reception of letters in 1871.

The first regular location of the post office of which we have record was on Albany Street, below Neilson, from there it was removed by Postmaster Bernard Smith in 1810 to the south side of Albany, below George Street, and was removed from there to the corner of Church and Dennis Streets, where it remained until the appointment of William Meyers in 1829, when it was removed to Church Street, above Neilson, and from there to Albany Street, near Neilson, and later on to what was known as No. 30 Albany Street, where it was located until the appointment of Samuel C. Cook in 1849, when it was removed by him to No. 217 Neilson Street.

John T. Jenkins, in 1861, removed the office to No. 40 Dennis Street. Some time afterward he removed it to No. 202 Neilson Street.

All those movings took place without much of a protest from any person, but it remained for John F. Babcock in 1883, when he proposed to remove the office from Burnet Street, opposite Commerce Square, to the old Masonic Hall site, on the corner on which the present office is located, to raise a storm of protests from the merchants against the removal of the office up-town. At that time the city did not possess a free delivery system, and it was necessary to call at the office for mail, something that made the block near the office a sort of a business centre, and, naturally, brought trade to the merchants in that vicinity.

Mr. Babcock wanted the office up-town and the merchants did not. They held a mass meeting in the Assembly Room of the Masonic Hall and passed resolutions condemning the movement. They circulated a petition, which was signed by hundreds of citizens, and later on sent to Washington. It was no use; it went to Masonic Hall as Mr. Babcock wished it, where it remained until removed to the corner of George and Paterson Streets in July, 1892. From there it was removed to the present Federal building, Thursday, October 1, 1903. The building was started in 1901. Before it was completed it was apparent it was going to be inadequate for the requirements of the business, and in 1911 and 1923 it was enlarged by the addition of 2,470 square feet in one-story additions at the rear of the main structure. The first appropriation was \$125,000. The addition for shipping mail was made in 1928.

The first flight of the air mail took place via Hadley Field, on December 15, 1925, and the first night mail was dispatched July 1, 1926.

Those who held the office of postmaster and the date of their commissions are :

John Voorhees, November 16, 1790.
Peter Keenan, March 20, 1793.
Robert Hude, December 31, 1793.
Jacob Tallman, July 1, 1794.
William Ten Broeck, April 1, 1801.
Bernard Smith, April 28, 1810.
David F. Randolph, February 15, 1819.
William Meyer, May 12, 1829.
Eph. F. Randolph, February 6, 1841.
Samuel C. Cook, August 7, 1841.
John Simpson, March 9, 1843.
Henry Sanderson, March 14, 1849.
John T. Jenkins, March 11, 1861.
Joseph F. Fisher, April 5, 1869.
Levi D. Jarrard, October 26, 1881.
John F. Babcock, June 7, 1883.
Robert Carson, February 27, 1885.
William H. Price, April 4, 1887.
Robert Carson, January 6, 1892.
Charles D. Deshler, April 4, 1896.
Charles W. Russell, April, 1900.
Peter H. S. Hendricks, May 29, 1913.
James A. Morrison, November 23, 1921.



THE OLD ST. PETER'S HOSPITAL
It stood at Hardenbergh and Somerset Streets. Razed in 1930.



OLDTIME FIRE CHIEFS AND ASSISTANTS—1892

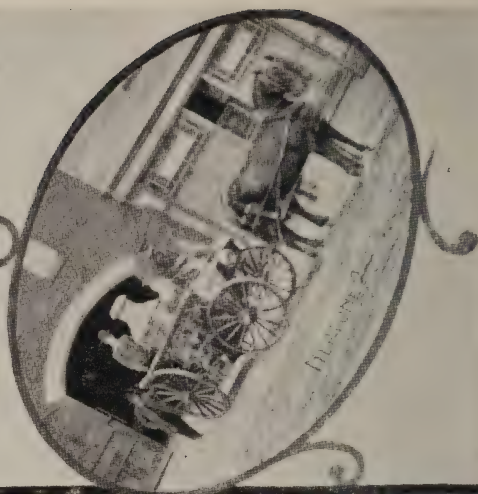
1, Patrick J. Murray; 2, Charles Grunwald; 3, Chief Tooker, Perth Amboy;
4, William Durham; 5, James Tallman; 6, Henry C. Housell; 7, John Donnelly;
8, Gilbert Parent; 9, William C. Jaques; 10, Frank Acker; 11, John Harkins;
12, Milton Ross; 13, John Harding; 14, Andrew Smith

THE FIRE DEPARTMENT

The earliest records of the fire department take us back to the year 1731 when we find the following in the minutes of council:

AN ORDINANCE TO PREVENT FIRE

Be itt ordained by the Mayor Recorder Aldermen and assistants in Common Council Convened and by the authority of the Same itt is ordained that two or more of the Magistrates of this City whereof the Mayor or Recorder to be always one do appoint two Sufficient persons within this City to be Viewers of the Chimneys and hearths, who shall view the same once in every month and where they find any Defective to give notice that they may be swept or Mended in such Time as in their Discretion they shall think fitt and iff any person shall refuse their Direction herein they shall forfeit for Each offense three Shillings to the Said Viewers and that if any Chimney be on fire so as to blaze out att the top after the Publication hereof the Dweller in such a House shall forfeit for every Chimney so on fire the Sum of forty Shillings for the use of the City. And if the Viewer or Viewers shall refuse or neglect the Duty hereby required shall for each offense forfeit the sum of Six Shillings and another be



appointed in his or their place. This law shall be Construed to Extend to all the Houses from Lucas Voorhees to Coll Thomas ffarmars.

And be itt ordained by the authority aforesaid that from henceforth no Hay Straw Shingles or Shavings of Wood be laid within Sixteen foot and Six Inches of any Chimney in this City under the penalty of ten Shillings for Each offense.

Be it Ordained by ye Common Councel That each Householder within this City from Mr. French's house to Lucas Voorhees's who hath one fire place in his house shall provide one good Leather buckett and all Others who hath two fire places or more in their houses Shall provide two good and Sufficient Leather bucketts for ye use of ye City for prevention of fire and that on or before ye first of June Next.

Whereas Tunis Montanye & James Alleson who were appointed Chimney Viewers at a meeting of the Common Council the 18 January & were served with Copy of ye said appointment ye first Monday in February last notwithstanding the said Tunis Montanye & the said James Alleson have altogether Neglected & Refused to Comply with said Order of the Common Council Ordered by the Common Council that ye said Montanye & said Alleson be fined according to the Law of ye Common Council.

Ordered that the Recorder of this City make out his warrt against ye said Montanye & the said Alleson for ye recovery of said fine.

On October 18, 1737, the first notice of an engine is made by Common Council and reads:

Be it Ordained By the Common Council that Garret De Graw is hereby appointed to keep the Ingine in good repair and at the Years End he bring in his Accts to the Common Council and for His Reward for his Several Services

When this engine was bought or what kind of an engine it was is not mentioned in the minutes. The next notice is on November 18, 1747, and is as follows:

It is Ordered by ye Common Council By & with ye Consent of ye following Person's Jno. Wyley, Benj. Van Cleave, Minne Van Voorhis, Francis Van Dyck, Jno. Van Norder Junr., Jacob Wyser, Wm. Harrison, Wm. Reason and Ebenezer Lambson that they & Every of them are hereby made and appointed Trustees and Managers of ye City Injoine to keep ye Same in good Order and fitt for Use and to work & manage the Same in Case any Accidents Happen by fire And so Long as ye aforesaid Persons Continue to perform Such Services are every of them to be exempt from performing Watch & Viewing of Chimneys.

At a later date we find the following:

Be it Ordained by the Mayor Recorder and Aldermen and Assistants in Common Council Convened and by the Authority of the Same itt's Ordained that the Chimney Viewers for the time being hereby appointed are and required to prosecute any person or persons whose Chimney shall be so on fire as above and that within six Days after Such Chimneys hath bin on fire and the said Viewers Shall have ten Shillings for each prosecution; and upon refusal or Neglect So to prosecute as is hereby Derected Shall forfeitt the Sum of ten Shillings to be recovered before any Majestrate of this City; and that the said Viewers are hereby ordered to viewe the Chimneys once Every fortnight During the Winter Season.

And be it further Ordained by the authority afsd that that all the Money now in the Treasury & that shall hereafter be pd into the Same by the money arising from freedoms shall be appropriated & applyed to repairing the City Engine and whereas the said Engine is now with Jacobus Turck of New York by the order & Derection of Messrs Dirck Schuyler & Wm Ouke be it further Ordained that the said Messrs write to ye said Turck & know ye Lowest price for which he will put in Proper repair & further that they agree with sd Turk in the Best Manner they can that if posible the Said Engine may be finished & made fitt for service before Winter.

On January 9, 1749, it was:

Ordered by the Common Council that all Such Money As is Justly due to Nicholas Van Dyck for reparing the City Engine Shall be adjusted at their next meeting & that the Said Nicholas be acquainted therewith that he may prepare his account to be layd before them for that purpose.

At the meeting of April 24, 1749:

John Royce haveing prodused his Acctt to this board for the ffreight of the fire Engine of this City from New York to this place and for Carting the Same is allowed and it is ordered that the Treasurer of this City Do pay him the Sum of Nine Shillings & two pence which is the amount of Said Acct.

This is the last mention of anything relative to the fire department until 1764, at which time there was a regularly organized bucket company. In 1776 two engines were bought, and they were known as Upper and Lower Companies. Staats Van Deursen was the head, or what we now call chief, of the department; John Dunham was foreman of the Upper and James Schureman of the Lower Company. On Tuesday, November 22, 1796, it was resolved that two public axes be provided and one attached to each engine; and resolved unanimously that another engine would be useful to the corporation, and that a new fire company, named the Ladder Company, be formed; also resolved that in all alarms of fire, it be recommended to the inhabitants of the city whose age, indisposition or sex might prevent them from giving their personal aid in extinguishing the same, to place the fire buckets—if any there be in the house—into the street, that the citizens passing by could convey them to the place in danger, and in all alarms of fire on a dark night it was suggested to the inhabitants to place a lighted candle before a window in such position as to cast its light into the street, that confusion would be prevented and misdemeanors easily detected.

The new engine was paid for by subscription, and the announcement was made "that no tax will be necessary." Having a new engine, it was necessary to house it, and permission was obtained from the Episcopal Church to put it on the northeast corner of their lot; also from Miss Molly Harrison to use her lot (now part of Commerce

square). Mr. Bennett's lot was recommended for the "Lower engine," and Mr. Schureman offered part of his garden, if needed.

After a consideration of these sites, Engine No. 2 was located on the northeast corner of the churchyard, and Engine No. 3 on Miss Molly Harrison's lot, adjoining the old market house, in Commerce square. And in October, 1797, it was resolved to contract with Jacob Voorhees to build an engine house, "if he will wait for his pay till the money is in the treasury to pay the same." Common Council failed to make contract on these terms.

In January, 1800, Common Council called a meeting of citizens to raise by subscription money for a permanent night watch. It was resolved that six men be employed and £120 be raised to carry the resolution into effect, naming John Bergen, Capt. Robert Wade, Richard Van Arsdalen, Elisha Cox, Richard Ballard and John Egerton, with salary of £25 per annum. John L. Voorhees was substituted for Elisha Cox, who declined the appointment. That the fear of fire and the efforts to protect themselves against it was fully justified was shown by the announcement that the city had "a calamitous fire." And the fire buckets, the candle in the window, the fire engines and companies, the city watch and the watch tower on top of the market house, with a bell on it, were now supplemented by a new fire ordinance, and under it for better protection the following officers were appointed: Fire engines—John Neilson, John Bray, James Schureman, Dr. Lewis Dunham, Moses Guest, Matthew Egerton, Jr., John Dennis, Dr. Charles Smith, Perez Rowley and Jacob H. Hardenbergh. Speaking trumpets were ordered for the engineers, and they were to be supported by Fire Wardens John De Graw, North Ward; John Fisher, Market Ward; David Voorhees, Middle Ward; Moses Willsons, South Ward, and with two ladder companies, Jacob Voorhees, captain of one, and John J. Voorhees, captain of the other.

On June 30, 1800, Jacob R. Hardenbergh and Perez Rowley, having resigned as fire engineers, Robert Morris and William Paterson were appointed in their places, Mr. Boggs being subsequently appointed in Mr. Paterson's stead.

On February 2, 1801, Mr. Bray and Mr. Baker were appointed to draft a petition to the Legislature in order to secure "certain privileges or exemption from certain duties" to the firemen in the different towns of this State. In 1802 there was put into the tax budget \$445—for fire protection, \$235; pavements, \$50; new dial for town clock, \$60; contingent, \$100. There was also a census of white male inhabitants made for purpose of service on night watch each year, which rather looks as if each one had to take a turn at it.

September 7, 1804, is the first specific mention of the purchase of fire hose, and before this it seems to have been homemade, and Common Council calls for a list of the members of the fire companies, probably made necessary by the bill to exempt firemen, which they asked the Legislature to pass three years before.

In 1804, \$400 was voted in the tax budget for a new fire engine, and in June Common Council paid for one gallon of spirits furnished the fire engine men at their late fire.

With the growth of the city and increase of fire engines, more wells were needed, and in 1806 four new ones were located; and \$20 reward was offered to convict persons who raised an alarm of fire on Thursday evening, September 28, 1807. New Brunswick was not backward with substantial sympathy for sufferers from fire in other cities, and a petition was circulated for the relief of the sufferers by the late fire in Newburyport, the selectmen of which town acknowledge having received \$206.32 from the citizens of New Brunswick.

February 12, 1813, on account of the late fire (in New Brunswick) the marshal was ordered to examine all the houses within the line of buildings in this city and examine whether the same were supplied with fire buckets, according to existing ordinances, and report to Common Council, and \$15 was appropriated for fire buckets.

On November 12, 1813, the proper site for a fourth fire engine house came up, and the lot belonging to the heirs of Mr. Perkins and adjoining Darby Oram's house was recommended. This lot was not selected, but one belonging to Mr. Letson, on George Street, near the bridge, and adjoining the storehouse of Lewis Carmen, who allowed Common Council to build against one side of his storehouse. This enabled them to put up an engine house for \$69.28 (about the site No. 5 occupied on George Street) where the freight spur of the elevation is now located.

In 1818 more water was needed. There were twenty-five street wells then in twelve streets, and fifteen more were advised. They were estimated at 16 feet deep, and cost to dig \$1.75 a foot. The pumps averaged 21 feet and cost \$1 a foot. And census of night watch gave 549 names of those liable to duty. There are obscure notes in the minutes of Common Council in relation to the "Bagg men." But June 21, 1821, Mr. Van Deursen was appointed to procure five "Baggs" to supply the deficiency and distribute them. These "Baggs" were lettered, and each bag was kept by an official called the "Bagg man," and were for the removal and safe keeping of property at fires. The list is given in 1821, thirteen in all: John N. Simpson, Jehiel Freeman, Henry Outcalt, Peter Vredenburg, David Voorhees,

Samuel Holcomb, Cornelius Van Anglen, George Clark, James Richmond and Francis Conover. This is one of the first, if not the first, record of an effort to salvage and New Brunswick can justly lay claim to the origin of the modern salvage corps.

Peter Dayton, captain of No. 3, reported in 1821 his engine "in a very leaky situation," occasioned by the shrinking of the woodwork; that he had a company of the necessary complement of men, who served with much reluctance, on account of the excessive labor necessary to work her. In 1825 the company was reported as extinct. The "village" of Plainfield desired to purchase the No. 3 engine. It was sold and in 1828 a new No. 3 was purchased, costing \$712.50, and was installed with a company of thirty members.

Hitherto the ladder company had to carry its ladders and hooks to the fires. But on September 6, 1822, Common Council procured a wagon for the purpose of taking the ladders to different parts of the city in time of fire, at the moderate cost of \$32.50. The wagon was also used as a sort of hearse to bury the dead of the poor of the city. And May 30, 1823, the firemen petitioned for fire hats and \$200 was voted for that purpose, and eight additional hats were ordered for the night watch. The hats were received August, 1823—ninety hats, costing \$2 each. Can you imagine the excitement in old New Brunswick when the firemen next appeared? The first parade was held in 1825, at which time a hook and ladder company paraded with its new ladder wagon.

In November, 1825, an examination of the Fire Department showed that No. 1 engine had but eight members, No. 2 but six members, No. 3 was extinct and No. 4 was not mentioned at all. No. 5 engine had but eighteen, and Common Council asked the Legislature to exempt firemen from militia and juries. This resulted in the passage of a bill exempting firemen throughout the State from militia duty, and resulted in an immediate filling up of the engine companies.

The names of the first fire company on record, given April 5, 1796, is as follows: John Bayard, Peter Ten Eich, James Bennet, John Plum, John Hodge, Peter Vredenburg, James Cole, Moses Scott, Robert Eastburn, John Voorhees, John Supp and Peter Vredenburg, Sr.

It is difficult to check up on old records, especially when some are missing. The following account is about as correct as can be made:

Washington Engine Company No. 1 was organized October 11, 1795. During the early years of this company they had no apparatus, but the members were each furnished with a large bucket.

Their first hand engine was destroyed in a big fire on the city docks. A second-hand engine was purchased later. In 1867 their first steam

engine, a Brutton, was put in service and was considered the finest in this part of the country. In 1871 this engine won a medal at the Waverly Fair in competition with engines from Jersey City, Newark and Elizabeth. Later the Brutton engine was replaced by a Metropolitan. Washington Engine Company was the first to have horses to draw its apparatus.

Neptune Engine Company No. 2 was organized in 1796, using buckets and hand engines until in later years their first steamer, a Jeffries, was put in service. In 1888 it was exchanged for a La France, and on September 18, 1888, was used for the first time at the



NEPTUNE ENGINE COMPANY No. 2, IN 1908

fire in the First Presbyterian Church, its last service being at the fire in the Union Club, on April 20, 1914.

Phoenix Engine Company No. 3 was organized in 1798. The hand engine used had brakes on the side and a condensing box at one end with a goose neck attachment. It had a six-cylinder and was the largest engine in the city. The company's first steamer was an Amoskeag, which was put in service in 1865 and used for 37 years, being replaced by a Metropolitan in 1902 and in use until July 1, 1914, when the volunteer department was replaced by a paid department.

Raritan Company was first organized as a hook and ladder company in 1795. In 1803 it was reorganized as Engine Company No. 4, having

a hand engine. Raritan was the last fire company to use a hand engine in the city, and in 1882 got their first steamer, a Dennison, but it was not satisfactory, and was changed for a Clapp & Jones; then a La France.

Protection Engine Company No. 5 was organized about 1817, re-organized again in 1852, using hand engines until their first steamer, a Haupt, was put in service. In the fall of 1885 the company got a Silsby.

Hibernia Engine Company No. 6 was organized in September 14, 1865. The company started with a hand engine, which was re-



RARITAN ENGINE COMPANY No. 4, IN 1908

placed by a steamer, a Dennison, in 1871. Later a La France was placed in service and used by the company until the volunteer department was disbanded.

The Hook and Ladder Company was organized in 1835. At first the company was a bucket brigade, later procuring a truck, which was used until 1860. In 1867 a new truck was procured. In 1896 a larger truck was placed in service and used until replaced by a Robinson Motor Truck.

Liberty Hose Company was organized July 31, 1853, first using an old hose carriage formerly used by Phoenix Hose, and then a new carriage was procured in 1867, being kept in service until 1895, when a horse-drawn wagon, the first in the city, was put in use. In 1902 a

larger horse wagon, using a team of horses was secured. In April, 1914, the hose wagon was replaced by a Waterous motor apparatus and the name Liberty Hose was changed to Engine No. 7. This apparatus was a pumper, also carrying hose, chemical tanks and ladders. This apparatus was used for a time by the paid department.

The volunteer department was composed of 493 men. Fifty men to each of the six engine companies 20 to each of the hose companies attached to the engine companies; 40 to the truck company, and 30 to Liberty Hose, with a chief and two assistants.



LIBERTY HOSE IN 1908

Formerly the members of the six engine companies, truck company and Liberty Hose received \$10 each per year for their services. The hose boys received nothing. Later the firemen were given \$12 a year. At one time there was also an exemption of taxes on \$500 worth of property, which was granted to those members in the department holding property.

Several members of the Volunteer Department were killed in the fire service. Among them were William Van Arsdale, of No. 3; William Robotham, of No. 1; James Fisher and John Thomas, of Liberty Hose. Chief John Pierce, of No. 2, was taken sick from fire service and died after serving as chief only four months.

March 29, 1912, steps were taken towards the formation of a paid department, with the appointment of Harry J. Francis, as the first full paid official, and Louis Sass, as assistant chief on part paid time. On January 13, 1913, Thomas J. Murphy, captain of Truck Company, was appointed as the first full paid fireman, and a few weeks following, January 26, 1913, the first motor apparatus, a Robinson City Service Truck, was placed in service.

Engines Nos. 2 and 4 were attached to C. J. Cross tractors and placed in service in May, 1914. A Waterous Triple Combination apparatus was placed in service in 1913.

The facts related above were the preliminary steps towards the installation of a paid department, for on July 1, 1914, the volunteer and part paid departments stepped out and the paid department made its initial appearance, with Chief Francis and Assistant Chief Sass in command.

On January 16, 1920, the two platoon system went into effect at 8 A. M. The fire alarm system was installed in 1891.

The lists of chiefs follow in their order :

1860-1862—Henry Smith.

1862-1870—Fred Staat.

1870-1874—William S. Strong.

1874-1878—Henry C. Housell.

1879-1880—Andrew Smith.

1881-1882—John Harkins.

1883-1884—Milton Ross.

1884-1885—John Lawrence.

1885-1886—Edward C. Kelly.

1886-1888—William C. Jacques.

1888-1890—John Donnelly.

1890-1892—Frank Acker.

1892-1894—Patrick J. Murray.

1894-1896—Charles Greenwald.

1896-1898—William Durham, Jr.

1898-1900—John Banker.

1900- —John D. Pierce (served four months in 1900. Died in office July 25, 1900. The only chief to die while holding office.)

1900-1902—Charles M. Banks.

1902-1904—James F. Kidney.

1905-1906—John F. Norton.

1907-1908—John V. Puerschner.

1909-1910—Harry J. Francis.

1911-1912—Louis Sass.

On March 29, 1912, Harry J. Francis, first chief of the paid department, was appointed.

The Exempt Firemen's Association was organized in May, 1905, and incorporated in October of the same year. Henry C. Housell was elected the first president, Joseph P. Kelly, vice-president. The other



Firemen's Parade, New Brunswick, N. J.

IN THE DAYS OF THE RED SHIRTS. THIS WAS "EDDIE" KELLY'S PARADE.

original officers included Harry P. McKeag, financial secretary; William C. Jacques, treasurer, and John Harding, Charles Dodge and John V. Puerchner, trustees.

The charter members were: John Greenewald, Benjamin Reed, James White, William Latham, Charles Morris, William H. Price, Louis Sass, A. Spille, Jacob Whitfield, Harry Williams, L. C. McAvoy, John Banker, Walter Church, Frank Boudinot, William P. Robinson, Charles Greenewald, Allen Bennett, C. Groben, Garret Dreier, William Leach, Edward Phillips, James F. Kidney, Harry Solomon, William Puerchner, John T. Bradley, Jerry Rule, Harry B.



FIRE HEADQUARTERS

McKeag, Stephen Van Derhoef, Terrence P. Lyons, Schuyler C. Van Cleef, John F. Norton, Thomas Reames, J. N. Terrill.

David Beatty, Andrew Smith, George Jacques, John Smith, Peter Dunn, Edward Tallman, Charles H. Elias, M. McKune, William Dunham, H. R. Slaback, S. D. W. Ownes, W. W. Worle, Morris Bauer, Ira C. Voorhees, William Faulkner, James Houghton, Thomas Murphy, Sr., William C. Jacques, John Lawrence.

Milton Ross, George H. Parsell, Theodore Seaman, Alfred Y. Van Dyne, Matthias Knause, John T. Max, Walter Ryno, John Harkins, S. J. Shuck, Edward Finnegan, Henry C. Housell, Joseph P. Kelly, John Harding, Charles Dodge, John V. Puerchner, Richard Ladley, Chris Monaghan and Charles Monaghan.



THE RUINS OF THE OLD GRIST MILL OF MILES SMITH

It stood on the tow path near the Landing Bridge. Previous to the building of the Canal it was on the river bank and was removed to make way for the Canal.

NEW BRUNSWICK AS A SHIPPING CENTER

SAILING VESSELS

In colonial days the Raritan River was dotted with sails of many vessels bound for, in many cases, European ports. With the advent of the Revolution, all water transportation upon the river was paralyzed.

After the restoration of peace, the city of New Brunswick became the depot for the reception of grain from the counties of Warren, Hunterdon, Sussex, Somerset, and the counties along the upper Delaware. Large conestoga wagons drawn by four and six horses and carrying as much as twenty-eight barrels of flour would come down the Amwell and the river roads. It is said that as many as five hundred of these vehicles would sometimes come down the valley of the Raritan in a single day.

The Raritan Landing was at this time a depot where many stopped and sold the grain to John Pool and Michael Ganish.

At the mouth of a rich agricultural valley and at the head of the tide, the Raritan Landing was early destined to become the transfer point from overland transport to sloop. It became the terminus of several business thoroughfares, some of which extended across the state. Among the latter was the famous old Amwell Road, (De Russey Lane) through Millstone, extending across Somerset and Hunterdon counties to Lambertville on the Delaware and into Pennsylvania.

Here, too, were cooper shops, locksmith shops, and warehouses, the north side of the connecting road being almost continuously built up. Miles Smith operated a grist mill on the river at this point and lived in considerable style at the nearby Ross Hall.

Large storehouses occupied the immediate neighborhood and received the grain for shipment down the river. The sloops used in this traffic would sail up the river and take in half a load and then drop down to the city during the high tide, complete their cargoes and proceed to their destination.

The White Hall tavern was headquarters for news for these merchants, where they would congregate to get the one New York paper. They would then agree among themselves as to the price to be paid for grain, and thus make the market.

Many of the merchants owned one or more vessels. John Dennis, whose place of business was on Little Burnet Street, had the "Cluster Valley" the "May" and "Elizabeth," and the "Gen. Lee." The wharf of the latter was where the Rolfe lumber yard now stands. Other vessels were also owned in New Brunswick and plied between this and other ports, in 1792 a boat known as "Duy Knick's Boat," in 1776 the "Gernatia," owned by James Richmond. "The Hope for Peace," of which Nicholas Auten was master and "Independence," in 1784, "The Neptune," a schooner, Andrew Brown master, which was succeeded by the "Poet Moses Guest."

These vessels made voyages to the Bermudas, Bahamas, Jamaica and Charlestown, S. C.; to Wilmington, Del.; to New Bern, N. C.; to Savannah, Ga.; to Edenton, N. C.; to Newport, R. I., and to Sunbury, Mass.

In 1788 we find the "Polly," Barnet D. Kline, owner; in 1796, the "Catherine," a sloop of forty-five tons burden, James Richardson master and probably owner, subsequently John Thompson was master, and following him, Peter Thompson. In 1797 "The Sally," of forty tons burden, John Voorhees master. "The Maria," a sloop of fifty tons burden, Simon Hillyer, master. David Abeel was master of this vessel in the year 1798; during this year was also the "Ranger," a sloop of thirty-four tons burden, Caleb Anthony, master. In 1799 "The Hannah," a sloop of forty-five tons, John Brush, master; and "The Eliza," a sloop of fifty-nine tons burden; James Richmond, master. Also a sloop named the "Lawrence," which was so large that she could not navigate the Raritan above the city. She was owned by Peter I. Nevius.

In 1728 Captain Balding was master of the sloop "Two Brothers" and in 1730 had the "Phoebe."

In 1724 the sloop "Brunswick" enters inwards at Perth Amboy from Barbadoes, Captain Richard Gibb, master. Its home port was undoubtedly, Brunswick, where Gibb lived and owned a dock.

Among the cargoes shipped from New Brunswick were some as follows: September 10, 1798, to New Bedford, 34 tons of iron ore. July 17, 1799, to Boston, 1,800 bushels of grain; 26 barrels of pork; 22 sides of leather. August 20, 1799, to Wareham, 35 tons iron ore; also 50 tons on the same date. It is said that the annual exportation of corn reached as high as 300,000 bushels; and of rye, 57,000 bushels.



LANDING BRIDGE

During the year 1830 and a few years after the enormous sum of 1,000,000 bushels of grain passed down the river, and so great was the magnitude of trade that the Raritan was esteemed as one of the three greatest rivers of the country for her tonnage. These vessels varied from 30 to 70 or 80 tons burden, and used lateral boards for centre boards.

With the ending of the War of 1812 and the restoration of peace came a revival of business and a consequent great increase of travel between New York and Philadelphia. The roads were in wretched condition, and merchants gladly availed themselves of any transit by water as less tiresome and much more comfortable than the bolstered wagons, which were the stage coaches of that period. Accordingly, it was common to take a packet sailing to Elizabeth Town Point or to Amboy.

It is difficult, indeed, at the present time to realize the ordinary mode of travel between New Brunswick and New York was by sailing vessel, and that although the average time was eighteen hours, that sometimes through stress of weather it was protracted to three days. The voyage was always some time in contemplation, the interval being employed in preparation of delicacies and antidotes against seasickness, for be it known, that after the prevalence of strong easterly winds, that there was apt to be a heavy swell in the Swash Channel, between the south end of Staten Island and Coney Island. If New Brunswick of those days was quaint and primitive, her citizens were likewise provincial to a degree, for as yet there was no railway communication with the outer world and travel was both tedious and expensive, and as a result, the majority of the citizens had never visited either New York or Philadelphia. The importance of New Brunswick as a sailing centre was second to no other inland city of those days.

A great number of these sailing vessels were constructed in New Brunswick yards, hence shipbuilding was a very important industry, and was extensively carried on by the Orams, the Runyons, the Hoaglands, the Kemptons and the Waterhouses, and they not only built large and fleet schooners and sloops, but also seagoing craft for coast service as well as barges. And later on Luke Hoagland built several yachts which flew the flag of the New York Yacht Club, notably the *Minnie*, a prize winner; the *Siren* and the *Ibis*, then the largest steam yacht of the squadron. Hoagland, during the Civil War, built launches and torpedo boats for the Government under the supervision of Admiral Boggs.

Some idea of the extent of the shipbuilding interests will be shown by the following list of some of the vessels built in this city from 1804 to 1856:

Built by J. Kempton—Sloop: *Grey Hound*, in 1804; *Fox*, in 1817.

Built by John Miller—Sloop, *Fulton*, 1819.

Built by Henry Oram—Sloops: *Eclipse*, 1824; *General Jackson*, 1825; *Samuel Brush*, 1826. Schooners: *Columbus*, 1826; *Gertrude*, 1828; *Charles Pitman*, 1829; *Elizabeth*, 1830.

Built by James Hoagland—Sloops: *Rob Roy*, 1825; *William Bayard*, 1826; *Howard*, 1827; *Lawrence*, 1828; *Two Brothers*, 1829.

Built by John Wesley Kempton—Sloops: *Somerset*, 1824; *Huntress*, 1825; *James Bennett*, 1827; *Joseph C. Griggs*, 1836. These schooners: *Horatio*, 1826; *Mary Ann*, 1826; *Agnora*, 1827; *Amanda*, 1828; *Nassau*, 1832; *Virginian*, 1833; *Whale*, 1835; *John W. Kempton*, 1835; *Ann D.*, 1839; *Leroy*, 1844; *John Conover*, 1856. Barges:

Shark, 1835; Cayuga, 1837; Middlesex, 1844. Brig: Georgianna, 1841. Bark: Undine, 1845. Two ice barges in 1850; O. Bedel, 1854.

Built by Frederick Waterhouse—Brigs: Saratoga, 1839; Annach, 1841; Croton, 1843; Cayuga, 1843. Schooners: Exchange, 1840; Tioga, 1841.

The following captains sailed vessels from New Brunswick:

Andrew Brown, Nicholas Austin, David Abeel, James Richardson, John Thompson, Peter Thompson, John Voorhees, Cabel Anthony, John Brush, James Richmond, Horace Dowd, Henderson



PHOENIX

The First Steamer to come up the Raritan River

Moore, George Fisher, George Mott, Stephen Moore, William Kent, John Taylor, Richard Churchward, Philip Reed, Harry Bennett, James A. Hansell, Jacob Richmond, James Bennon, Henry Rue, Robert Stanton, George Churchward, David Kent, Peter Vanderipe, Henry Moore, William Williamson, Benjamin Taylor, Isaac Fisher, Lawrence Fisher, Joseph Hansell, Thomas Ashmore, John Ashmore, Philip Sleight, Theodore Ashmore, Elias Ross, David Reed, Isaac Fisher, Jr., Robert Carhart, Cornelius Carhart, James O'Brien, Thomas Dilks, Abraham DeGraw, Thomas Baldwin, Abraham Wycoff, Orsimus Smith, George Fisher, John Taylor, Thomas Clark, Fountain Mott, Lewis Drake, Henry Drake, John Stelle, Mark

Harris, Phineas Potter, George Price, Benjamin P. Hansell, John B. Hansell, James Hoagland, Thomas Hayes, Jacob Schenck, Stewart Stout, Nicholas Bayard, Joseph Brower, Nicholas Rappelyea, Ephraim Bishop, Guilian Ross, Miles Ross, Ambrose Bradford, James Potter, Charles Wolfe, John Thornton, Martin Wolfe, James Fithian, Edward Thickstun, Jonathan Campbell, Erasmus Crane, William Parsons, Abraham Platt, Wililam Craven, William Elssworth, Fountain Jones, Thomas Cramer, Noah Clock, Elijah Clock, Mark Burrett, Isaac Cathcart, William Bishop, John Couch, William Cathcart, Ellis Scofield, Joseph Ridgeway, John Spragg, Timothy Seaman, Robert Brown, William Ashmore.



KEYWORTH'S HOTEL

STEAM NAVIGATION

The days of the sailing vessel as a means of passenger travel were numbered. The successful application of steam for purposes of navigation was in a short time to entirely revolutionize the slower methods of transportation. The first American to develop the steamboat idea was William Henry, who experimented with a steamboat in

1763. In 1785 Fitch built his first steamboat and in 1786 Rumsey ran a boat on the Potomac by steam, which forced water out of the stern of the boat. John Stevens in the meanwhile had not been idle. The Polacca, his first boat, launched on the Passaic was built in 1798. This was a screw propeller and is erroneously said to be the first time the screw was put into operation, as the boat Fitch exhibited on Collect Pond, New York City in 1793, five years earlier, was a screw propeller.

In 1797, Robert R. Livingston got from the Legislature of New York an exclusive right for twenty years to the water of New York State, provided he built a boat within a year that would make four miles an hour under steam. This he failed to do.

In 1807 Livingston again got exclusive rights to the water of New York State with two years in which to comply with its requirements.

The long struggle from 1785 till 1824 was not a contest of superiority of ideas; or patent rights, but simply a contest for exclusive water rights and the main effect was to check healthful competition, though it failed in doing so entirely.

In 1807 Fulton launched his Clermont and got a grant of exclusive rights to the New York waterways from the New York Legislature, simply because he finished his boat ahead of Stevens, who was building his Polacca. In August Fulton made his first trip to Albany. Influence and capital ruled instead of inventive genius in those days. Fulton's boat contained a Bolton and Watt engine, while the boat built by Stevens was entirely of American manufacture.

Fulton and Livingston during the winter of 1808 lengthened the Clermont and renamed her the North River.

John Stevens, finding himself shut out of New York waters, ran his Phoenix between New York and New Brunswick for a time in 1807, the first steamboat to ply the waters of the Raritan to New Brunswick, and then sent it around by sea in June, 1808, to Philadelphia in charge of his son, Robert Livingston Stevens, who was barely twenty-one, making the first trip with steam on the high seas. There she became part of the "Swift, Sure" line of boats and stages between Philadelphia and New York. Fulton's "Raritan" built in the winter of 1807-08 to run on the Raritan River in conjunction with the Phoenix, was probably the first steam vessel to make regularly scheduled trips between New Brunswick and New York. She was 130 feet long, with a 20 foot beam and cost \$26,000. For the first two years she operated at a loss, but eventually the enterprise became profitable. Two steamers, the "Jersey" and the "York" were

commissioned by the Livingston-Fulton monopoly to ply between New York City and Paulus Hook.

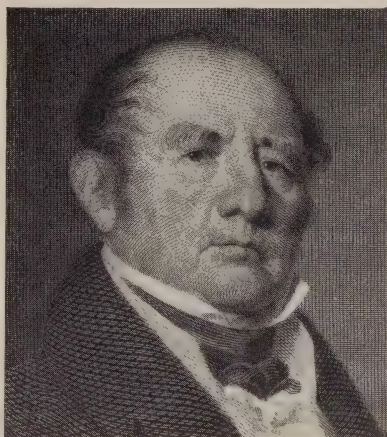
The treatment accorded to Stevens followed by the invasion of the New York monopoly into New Jersey waters, aroused determined opposition. New York had attempted to tax the boats of Jersey farmers for using the Hudson and the Legislature of the latter state promptly retaliated by taxing Sandy Hook Lighthouse, then owned by New York City, so in 1810 it was proposed that if New York was to permit no New Jersey steamboats on the Hudson, then no Livingston-Fulton monopoly steamer should enter the jurisdiction of New Jersey.

This popular demand was recognized by the Jersey Legislature in an act of 1811 authorizing the seizure of "any boat belonging to any citizen of New York found in the waters of New Jersey." To this the New Yorkers replied they would grant no more licenses to run steamboats to New Jersey, and would thus destroy the ferry at Paulus Hook and eradicate New Brunswick. This seems to have resulted in the interruption of steam service for a period between New Brunswick and New York. In 1813 the New Jersey Legislature passed a law granting the exclusive privileges in steam navigation within her jurisdiction to Daniel Dod and Colonel Aaron Ogden, governor of New Jersey, who lived at one time in New Brunswick.

On the minutes of the Common Council for May 6, 1809 is found the following:

Whereas, Mr. John Stevens, of the City of New York, has given public notice that the steamboat will leave this city on every Sabbath, therefore be it resolved that the clerk of the Common Council be directed to make out an abstract from the ordinances of this city—entitled an ordinance for suppressing vice and immorality and also so much of the law of the State upon which this said ordinance was predicted, and communicate the same to Mr. Stevens.

The following advertisement appeared in the *New Brunswick Guardian* in May, 1809. The steamboat mentioned was the "Rari-



COLONEL AARON OGDEN
Governor of New Jersey and active in
the development of New Brunswick
shipping interests.

tan," and was commanded by Captain John Moore, and has an intense local interest as an index of the time taken to make the trip :

NEW BRUNSWICK STEAM BOAT

Will set off on Thursday, the 4th instant, at six o'clock in the morning, from Whitehall for Brunswick.

It is intended she shall make six trips in the course of each week —To set out from New York on every *Monday, Thursday* and *Saturday*, and from New Brunswick on every *Sunday, Tuesday* and *Friday*, at 6 o'clock in the morning.

Coaches will always be in readiness at Brunswick to take passengers on to Trenton, so as to arrive there early in the evening, from whence carriages will be ready to take them on to Philadelphia the next morning.

The following is a journal of a voyage to and from Brunswick, performed on Saturday and Sunday last :

Passed Powles Hook from Hoboken.....	10 min. af.	11 o'cl'k.
Passed Elizabeth Town, Old Point.....	1 min. af.	2 o'cl'k.
Passed South Amboy	10 min. of.	6 o'cl'k.
Arrived at New Brunswick	42 min. af.	8 o'cl'k.
Left New Brunswick Sunday morning.....	25 min. af.	9 o'cl'k.
Passed South Amboy	24 min. af.	11 o'cl'k.
Left Perth Amboy	45 min. af.	12 o'cl'k.
Passed Elizabeth Town, Old Point.....	20 min. af.	4 o'cl'k.
Arrived at New York	7 min. af.	8 o'cl'k.

Passage to New Brunswick performed in 9 hours and 12 minutes.

Passage from New Brunswick to New York in 9 hours, 20 minutes, exclusive of stop at Amboy. Distance from New Brunswick to New York, 45 miles.

N.B.—APPLY to John Degraw of New Brunswick, for Hacks, Gigs, and Saddle Horses, which will be furnished on the shortest notice, at his livery stable in Albany Street.

The ultimate financial success of the "Raritan" which for a time had received and discharged passengers at Ogden's wharf at Elizabeth, prompted Ogden to put into service a new steamer, the "Sea Horse," about a third the size of the "Raritan." As he lacked the right to ply in New York waters with a steam vessel the trips of the "Sea Horse" ended off Bedloe's Island, where passengers were transferred to a boat propelled by horsepower, which conveyed them to New York.

It was with these men, Ogden and Dod, and at this time, under the conditions then existing that the New Brunswick Team and Steamboat Company, trading as John N. Simpson and Company, was organized. Under the rights conferred upon Ogden and Dod, a scheme was devised "For the purpose of establishing a daily, easy, certain, safe, ample and cheap transportation by water in the nature of a ferry" to be run between the cities of New York and New Brunswick. To avoid any conflict with the exclusive rights of Fulton and Livingston as conferred by the Legislature of New York, it was

determined to build a Horse Boat or, to get as close to a steamboat in name at least as possible, a Team Boat, to run in the waters of New York State, and a steamboat to run in the waters of New Jersey.

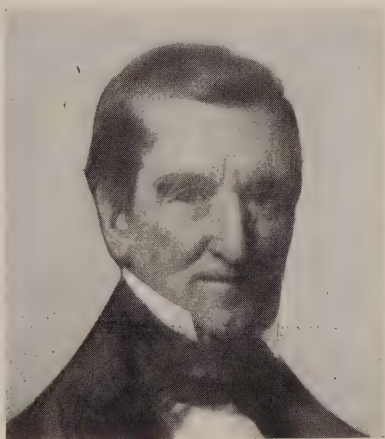
The Team Boat was to transfer passengers and freight as soon as out of the jurisdiction of New York to the steamboat and on the return trip the steamboat to turn over its cargo for delivery in New York to the Team Boat, just as the Sea Horse was then being run on ferry at Elizabethtown Point. Articles of agreement for the purchase of a horse boat to be called the Retaliation were signed June 17, 1814.

At a meeting held November 9, 1814, at Drake's Tavern in New Brunswick, it was decided to call the boat the Experiment. The first name selected, the Retaliation, may have met with some objectors. Possibly it was thought too pugnacious. Ten days after, November 19, 1814, another meeting was held and it was ordered that Aaron Ogden, J. R. Hardenbergh, and John Simpson, be a committee to draft a petition to the Legislature for an act of incorporation.

It was also ordered that the company build a steamboat to run in connection with the "team" boat and that Messrs. John Plelan, Robert Arnold, John Garnett, Sam Holcombe, and Ralph V. Beekman be a committee to enquire as to the expense of getting a stamboat built by spring.

Daniel Dod was to superintend the completion and equipment of the steam boat, and to be paid \$1,000 for his services and patent rights, claimed to have been obtained from John Fitch or his heirs, and the name of the new steamboat was to be the John Fitch.

An agreement was made with Cornelius Jorolomon that he should build the hull at \$33.75 a ton as measured and to complete it before March, 1815. This agreement was signed by Cornelius Jorolomon, Daniel Dod and John N. Simpson and Company. The estimate of the cost of the John Fitch as made by Daniel Dod, November 28, 1814, was, hull 180 tons, (or twenty tons larger than the Clermont)



JAMES NEILSON

Promoter of the Canal, Railroad and Steamboating, Leading Man of affairs.

at \$33.75 per ton, \$6,075. Machinery, \$9,637.50 with \$362.50 added for freight and cartage for \$10,000. Copper boilers, \$11,000. Cabins and other fittings \$4,600. Total \$31,675. Her speed was to be eight miles an hour, expected, but not guaranteed.

In October, 1814, the treasurer, James Neilson, reported a total outlay of \$11,914.35 on the Team Boat. A committee, J. R. Hardenbergh, and John N. Simpson examined his accounts and found them correct. At Drake's Tavern, March 15, 1815, the Legislature having repealed the law forbidding steamboats owned by Fulton and Livingston to run in New Jersey waters, it was deemed advisable to stop work on the steamboat and to dispose of both the Team Boat and the unfinished steamboat. William Cooper, a would-be purchaser, being present, a committee—William Chetwood, and J. R. Hardenbergh—were appointed to confer with him as to a sale of the Experiment. William Cooper offered \$10,800 exclusive of the machinery which the company retained. The committee was authorized to accept the offer.

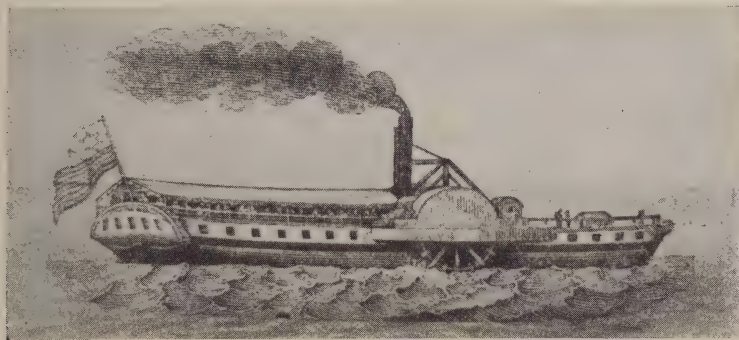
Ogden having failed to get the New York Legislature to follow the New Jersey Legislature and repeal the exclusive rights granted to Fulton and Livingston, bought in 1815, the exclusive rights for ten years to run boats from New Jersey into New York City, of John R. Livingston, who had succeeded to the rights of Fulton and Livingston. Livingston having died in 1813 and Fulton, February 24, 1815, from the effects of a cold taken while at Trenton, where he went to testify before the Legislature, and was running his Sea Horse now under these rights.

Aaron Ogden and Thomas Gibbon owned jointly the "Ancient Ferry" at Elizabethtown Point, leasing the right to the New York end from the corporation of New York City.

This ferry was operated by sailing vessels, and was twelve or fourteen miles long. Ogden, having leased Gibbon's half of the ferry for a term of years, was operating it alone. Upon the expiration of the lease Gibbons refused to renew it and demanded admission as a partner in the steamboat business. Failure to agree on terms, Gibbons brought out the "Bellona" with Cornelius Vanderbilt as captain. As he lacked the right to navigate New York waters, the "Bellona" ran in connection with a ferry licensed to ply between New York and Staten Island. At New Brunswick she made scheduled connection with the Union Stage Line for Philadelphia, and soon became a popular mode of travel. Gibbon's grim wit was shown by this name, as "Bellona" in Roman mythology was the Goddess of War and her temple was held to symbolize "enemies' territory."

The "Bellona" was a small single decked, plainly finished steamboat; her cabin accommodations were meagre, being confined to a small saloon abaft the wheel on the main deck. Her speed was not over ten or twelve miles per hour, but even this was exhilarating when compared with the slow and uncertain transit of the sloops of a few years previous. She was originally operated in conjunction with the steamboat "Nautilus," as the following advertisement indicates:

"The Vice-President's steamboat Nautilus will leave New York every day (Sunday excepted) from White Hall wharf at eleven o'clock a. m. From her the passengers will be received without delay into the superior fast sailing boat Bellona, Captain Vanderbilt for New Brunswick; from thence in post chaises to Trenton where they lodge, and arrive next morning at ten o'clock in Philadelphia, with the commodious and fast sailing steamboat Philadelphia, Captain Jenkins."



OLIVE BRANCH

The transfer of the passengers at the New York end was at the Kills. This boat, with her companion, the "Thistle," which was soon put upon the route, formed the "Old Union" line to Philadelphia. Passengers were received from Elizabethtown Point and other landings of the Jersey and Staten Island shore. In 1820 the "Olive Branch" was on the river.

By this time several all overland stages were in operation between Paulus Hook and Philadelphia. The part water route appears to have offered the faster service, but in one respect was objectionable. It required too many changes. Gibbons, who was scheduled in operation with the Union Line now determined to offer an improvement. He steamed his boat from New Brunswick to New York City without change, bent upon testing the provisions of the Livingston-Ogden agreement. Ogden secured an injunction which was sustained through the successive courts of the State of New York. Gibbons

then carried the case to the Supreme Court of the United States and in February, 1824, a decision rendered under Chief Justice Marshall declared the provision of the New York State Law claiming to hold jurisdiction over all the navigable waters of the state to be repugnant and prejudicial to the Constitution of the United States and therefore null and void.

The following advertisement is taken from *Poulson's American* of March 24, 1821.




**UNION LINE,
FOR NEW-YORK,**

TWENTY FIVE MILES LAND CARRIAGE.

Fare through in Coaches, \$4

Via Trenton Princeton and New-Brunswick.

Steam-Boat Philadelphia, Capt. Jenkins,
Steam-Boat Bellona, Capt. Vanderbilt.

THE Philadelphia leaves the south side of Market street. for Trenton, every day, (Sundays excepted,) at 12 o'clock, touching at Burlington, Bristol, Whitehill, and Bordentown. Passengers proceed in Post Coaches to New-Brunswick, lodge at Mrs. Keyworth's Hotel, within a few yards of the Steam-Boat; the next morning they leave New-Brunswick, in the Steam-Boat Bellona, direct for New York, where they arrive at 10 o'clock, A. M.

All Baggage at the risk of the owners thereof.

The passage money will be received on board.

Any information may be had by applying to

**B. Perroteau,
J. Reeder,**

AGENTS—No. 6 South Wharves.

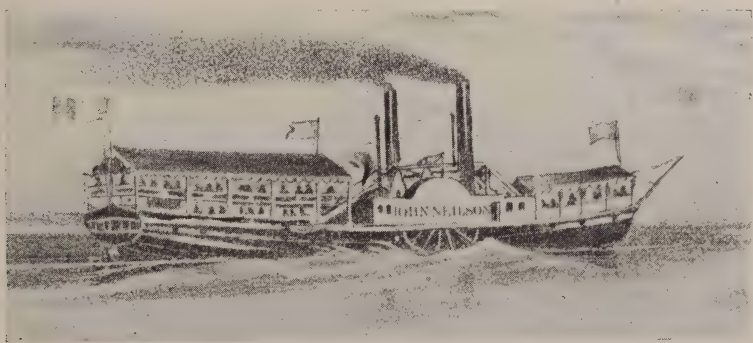
Shuff, Bayles & Letson,

march 22—d **PROPRIETORS.**

The steamboat was the favorite mode of conveyance up to the year 1857 or '58, as after its invention it had always been previous to that time and on the Raritan as on all other navigable rivers, steamboats were fitted up with the greatest elegance and luxury and vied with, and even surpassed, the railroad trains in speed.

The sail during the Spring, Summer and Autumn, was delightful; the boats left at 7 a. m., in the cool of the morning, arriving in New York at 10 a. m., and leaving again at 3 p. m., reaching New Brunswick at 6 p. m.

There was about the year 1850 great competition on the river. For years the Camden and Amboy Company had had control and had, about the time referred to, built a fine boat called the "Raritan," spacious and elegant, but James Bishop and others determined to share in the profits and caused to be built a boat called the "Antelope," for this special route with nice passenger accommodations, a large freight capacity, light draught and good speed. She was commanded by Captain Van Wickle, with I. Thorn Golding as right hand man. No more popular boat ever ran on the line. She was fitted for a sea voyage and went around Cape Horn to California safely in 1851 with Salter Baker of New Brunswick as chief officer, and made the fortune of her enterprising owner by carrying freight, and also passengers on the Sacramento River.



JOHN NEILSON

About this period competition ran into opposition. There was racing almost every day and neither boat hesitated to run the other into the bank or shore as opportunity offered. They crowded each other like badly matched oxen. One captain painted out part of the name of the other boat when in contact and gentlemen exchanged cigars and jokes across the railings.

The steamer John Neilson, with Capt. L. F. Frazee in command, was on the route at this time and left "New Brunswick for New York at 7 o'clock A. M., touching going and returning at Wood's Landing, South Amboy, Perth Amboy and Rossville.

"Returning, will leave New York at 2 o'clock, P. M., from the foot of Barclay street.

"Omnibuses will be in readiness upon the arrival of the boat to convey passengers to any part of the city. Omnibus Fare, 6¼ cts. Stages will also be in waiting to convey Passengers to Millstone."

That there was no friendly rivalry between the "John Neilson" and the "Antelope" is evident from the following notice:

FOR NEW YORK
Daily at a 1-4 before 7 o'clock, A. M.
THE NEW AND ELEGANT
STEAMER ANTELOPE
CAPTAIN S. VAN WICKEL

Will on and after Monday, the 6th inst., leave New Brunswick at a quarter to seven o'clock, A. M., instead of 7. Returning the Antelope will leave New York at 2 1-2 o'clock, P. M.

The Owners of the Steamboat John Neilson, (doubtless from their strong desire to accommodate the Public) having changed her hour of leaving New Brunswick so as leave at the same time with the ANTELOPE, the Proprietors of the latter boat, desiring of avoiding collisions, which are inevitably the consequence of racing and leaving at the same moment, have been compelled to make this change of hour.

The Proprietors of the Antelope feel confident that the Public which has so liberally supported their boat heretofore, will continue to regard principle more than power, and will subject themselves to the inconvenience of leaving at so early an hour, rather than support and perpetuate a policy hostile to fair and honorable competition.

August 8, 1849.

Then followed a fierce struggle. The omnibus of either line drawn by gaily caparisoned horses, heralded with a horn, called for passengers and raced furiously down to the steamboat dock. Touters soliciting passengers were scattered all along Albany and Burnet streets, and crowds went in the morning to the wharf, where the boats, with flying colors and with the roar of escaping steam, were waiting to "cast off." The extensive wharves were covered with wagons of every description, and horses rearing and kicking, all in inextricable confusion.

As the boats started off with safety valves lifting and cannons on the hill above firing, the excitement reached its height. This went on season after season, until the fares were reduced as low as 6¼ cents for the trip.

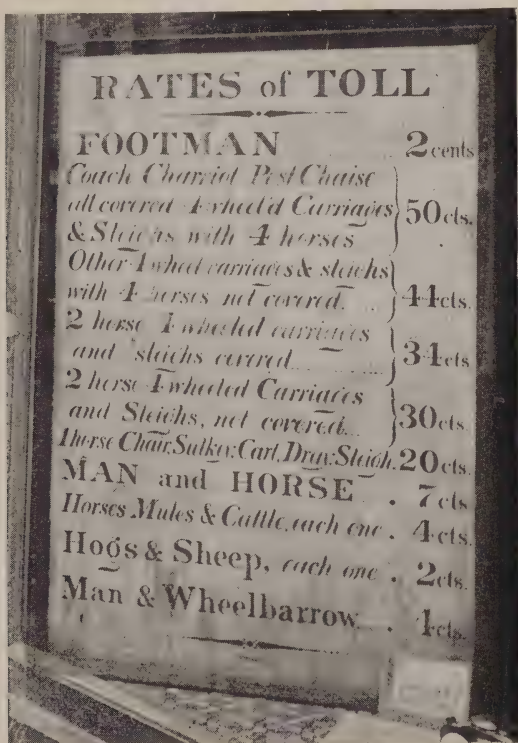
The steamer Raritan met with a tragic fate; probably carrying too big a head of steam, she took fire and was burned, after being run ashore on Bedlow's Island.

This was the second boat of the name to steam on the river.

About the time the Antelope left the line a boat was built to take her place called the Reindeer, but she being very speedy, was put on the Hudson. Her steam pipe burst and killed two men. Then came the Thomas Hunt, that served a long time and later ran from Port Richmond to New York for over ten years. She was rebuilt and called the Valley Girl.

About 1860 the steamer Mountaineer ran the line to New Brunswick. Subsequently the Richard Stockton was placed on the route between New Brunswick and New York, but the days of steamboating had passed, and they were soon withdrawn and converted into tow boats.

During the Civil War the demand of the government for steamers of all classes interfered with navigation by way of the river and



RATES of TOLL	
FOOTMAN	2 cents
Catch Chariot Post Chaise all covered 4 wheeled Carriages & Sleighs with 4 horses	50 cts.
Other 4 wheel carriages & sleighs with 4 horses not covered	
2 horse 4 wheeled carriages and sleighs covered	44 cts.
2 horse 4 wheeled carriages and sleighs, not covered	34 cts.
1 horse Chair, Sulky, Cart, Dray, Sleigh	30 cts.
MAN and HORSE	20 cts.
Horses Mules & Cattle, each one	7 cts.
Hogs & Sheep, each one	4 cts.
Man & Wheelbarrow	2 cts.
	1 cts.

PHOTOGRAPH OF THE OLD TOLL SIGN ON THE
ALBANY STREET BRIDGE

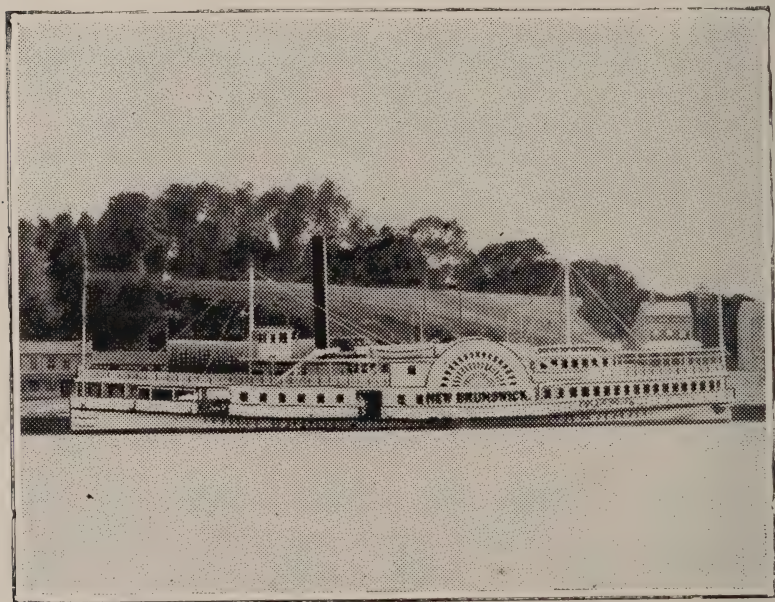
sound to New York. During this period the Huguenot, George Low and the Eagle were the steamers making regular trips. Other boats ran for short periods, but it was not until Captain Luther Adams established the New Brunswick, Amboy and New York Steamboat Company that regular passenger and freight service was maintained. Adams was an employee of the old New Jersey Transportation Company, now the Pennsylvania Railroad Company. He saw the possibilities of a boat line and interested Walcott Jackson, the former rail-

road superintendent, in the enterprise. Mr. Jackson backed the venture and the business was started.

The Norwalk and the Wyoming were first used. It was while the Wyoming was running that Captain Adams formed the New Brunswick, Amboy and New York Steamboat Company, which was capitalized at \$80,000. The company built the steamer New Brunswick, there being a growing demand at the time for a boat adapted to carrying freight and passengers.

The keel of the New Brunswick was laid in 1879 and two years later she was launched; as graceful and fast a boat as any in her day. The machinery of the Wyoming was used in her construction. She was 176 feet long with a 45 foot beam from guard to guard. There were two passenger decks, the main and the promenade deck, and the hurricane deck, the latter not for passengers. The capacity of the steamer was intended to be 1,000. The boat continued until the night of August 7, 1902, when she was destroyed by fire while coming up the Raritan River.

Upon the destruction of the steamer New Brunswick the company went into bankruptcy, and the passenger boat service between New York and New Brunswick came to an end.



NEW BRUNSWICK

The last Passenger Steamer to make Regular Trips from New Brunswick



ALBANY STREET BRIDGE

Lower—The tollgate on the old wooden bridge at Albany Street. Upper—Fishermen going out to spread nets across the river. The Raritan was noted for its shad and frost fish. Several families followed the fishing of the river as a business.

The old wooden bridge at the foot of Albany Street was finished in 1794, rebuilt in 1844, replaced by the present stone bridge, the first stone of which was laid June 25, 1892. It was a toll bridge and continued as such until July 3, 1875, when the Middlesex County Board of Freeholders purchased it for the sum of \$58,000. The original cost of the bridge was \$86,695.41. The "freeing" of the bridge was accompanied with much pomp and ceremony, including a parade. Later in the day a banquet was given at Moore and Dunn's Hotel by the bridge committee and among the after-dinner speakers was Martin A. Howell, who gave a brief history of the bridge and some statistics. He showed the following receipts for tolls:

First period of 10 years, from Nov. 1, 1795, to Nov. 1, 1806; average per year amounting to	\$3,600.79
Second period of 10 years, per year	5,081.19
Third period of 10 years, per year	3,853.30
Fourth period of 10 years, per year	3,407.50
Fifth period of 20 years, per year	2,600.00
Sixth period of 10 years, per year	3,500.00
Seventh period of 4 years, per year	4,100.00
Eighth period of 5 years, 1869 to 1875	7,500.00



THE COVERED LANDING BRIDGE, BUILT 1773, DESTROYED BY FIRE FEBRUARY 18, 1894



NEW BRUNSWICK AT THE OPENING OF THE CANAL

THE DELAWARE AND RARITAN CANAL

The first record of a canal to be built connecting Philadelphia and New York across what is now the State of New Jersey, is dated April 18, 1676. William Penn, Gawen Lowrie, Edward Bynge, Nicholas Lucas and Edward Warner gave authority to James Wase, Richard Hartshorne and Richard Guy, or any two of them, to secure information of one Augustine Heermans, an able surveyor, "to go up the Delaware River as far as Newcastle or farther, as far as vessels of 100 tons could go; as we intend to have a way cut across the country to Sandy Hook."

This was the first move towards the building of a canal across New Jersey.

Nothing much seems to have come of that earliest plan, however. Indeed, it was not until 1804 that there is found any definite record of canal building activities. The *New Brunswick Guardian* of November 15, 1804, lists an act to incorporate certain persons for the purpose of opening a communication by water from the tide-water of the Raritan River at or near New Brunswick, to the tide-water of the Delaware River, at or near Lambertton, now included in Trenton. The issue of the same paper of May 16, 1805, gives a detailed route for the above referred to canal. This route followed the Raritan, Millstone, Stony Brook to Skippetanken branch of Assinpink Creek and down to Lambertton and Delaware. There were eight mills on the route. And this was the same route along which the canal was finally dug, only the water courses were parallel instead of being deepened, thus avoiding the mills and dams.

In 1804 a route was examined and a law passed by the Legislature, authorizing construction of canal by a private company. Of this Judge Morris was president; General Braley, of Hunterdon, and Mr. Garnett, of Somerset, with others, were directors.

But these gentlemen, with all their zeal, did not succeed in their project; the state of trade at that time and inexperience with works of this character, prevented its execution. Nevertheless, in 1816, and again in 1823, its practicability was demonstrated by commissioners appointed by the Legislature to explore the route. Its practical utility



THE CANAL ABOVE THE UPPER LOCK, 1889

This place was known by the boys as "the boxes" and was a noted swimming hole.

was also realized by many as being one of the links of the great chain of internal navigation which would greatly foster the domestic trade of the country. Therefore, another effort was made to secure a charter with the result that the Delaware and Raritan Canal Company was incorporated at the last session of the legislature of 1824. This enacted that John N. Simpson, James Neilson and Floyd S. Bailey, together with all and sundry who shall subscribe to stock, shall be incorporated. An official report of the Secretary of War, dated in 1912, however, gives the date of incorporation as 1830. The difference in dates may be accounted for by the fact that there was considerable difficulty experienced in getting the necessary con-

cessions from the legislatures of New Jersey and Pennsylvania; and the litigation entailed delays.

According to records there were two canal companies incorporated. The first, on December 24, 1824, provided that the consent of the legislatures both of New Jersey and Pennsylvania should be obtained before water could be diverted from the channel of the Delaware River to supply, by means of a feeder the canal to be built. If the consent of Pennsylvania's representative body was not obtained the charter of the canal company was to become null and void.

Pennsylvania refused at first to give her consent. But while the matter was being taken up with that body the incorporators went ahead with their business of selling stock. The stock of this first Delaware and Raritan Canal was subscribed to twelve times over. But, not having secured the consent of Pennsylvania, the whole business proceeded along rather uncertain lines. No less persons than Daniel Webster and Chancellor Kent were called upon to give legal opinions and they both agreed that the charter of incorporation was void.

A second joint stock company was authorized to build this canal. It paid to the State Treasury the sum of \$100,000 for the privilege; but, failing to obtain the sanction of the State of Pennsylvania to the use of the waters of the Delaware River, it was compelled to abandon the enterprise. The State refunded to it the premium which it had paid.

This enterprise was by many at that time deemed visionary, while not a few rejoiced in this second failure, by which the power of constructing the canal reverted to the State, thinking that if it were feasible the State would soon build it. The friends of the measure were active. Many petitions were presented to the Legislature in 1828-29, committees were appointed and reported, and there was much agitation of the subject and earnest efforts put forth to induce the State to undertake its construction. A bill introduced for this purpose was defeated. The State refused to build it or incur obligation thereby.

Although abandoned as a State measure, its friends still were confident, and efforts were revived to provide for its erection as a private enterprise. The act of February 4, 1830, provided that "subscription books to the capital stock of the 'Delaware and Raritan Canal Company' shall be opened within six months after the passing of this act, by James Parker and James Neilson, of Middlesex; John Potter, of Somerset; William Halsted, of Hunterdon, and Garrett D. Wall, of Burlington."

The capital stock was "to be \$1,000,000, divided into shares of \$100 each, and when 5,000 shares are subscribed the stockholders shall elect by ballot nine directors."

The first directors were Robert F. Stockton, Garret D. Wall, John Potter, James Parker, James Neilson, William Halsted, John R. Thompson, James S. Green, Joseph McIlvaine, who chose R. F. Stockton president of the board; James Neilson, treasurer, and J. R. Thompson, secretary.

The construction of the canal was commenced late in the year 1830, and it was completed and in operation in June, 1834. The towpath from the Upper Lock to the steamboat dock was finished at a later



GENERAL ROBERT F. STOCKTON
President of the Board of Directors
who built the Delaware and Raritan
Canal.

date. The entire work was under the direction of Canvass White, chief engineer, who lived only a few months after its completion. The eastern section was built under the superintendence of John Hopkins; the middle section, George T. Olmsted; the western section and lower part of the feeder, Edward A. Douglas, and the upper part of the feeder under the direction of Ashbel Welch, of Lambertville.

In 1830 the Delaware and Raritan Canal Company was incorporated by an act of the Legislature of New Jersey, and by an act of February 15, 1831, this company was consolidated with

the Camden and Amboy Railroad and Transportation Company. The canal was constructed and opened to traffic in 1834.

Under acts of 1867 and 1872 the joint companies operating the canal were consolidated with another company under the corporate name of the United New Jersey Railroad & Canal Co.

In 1871 all the property of this company was leased to the Pennsylvania Railroad for a period of 999 years.

The total distance from Philadelphia to deep water in New York bay by this route is 93 miles. The history of the canal shows a continuous growth of commerce with but few and unimportant setbacks to a maximum of 2,857,233 tons in 1866, when the earnings were \$1,294,156.69 and the operating and maintenance expenses

\$360,513.83. In that year the coal tonnage was 2,282,203, or 83 per cent. of the total.

In 1872, immediately after the lease to the Pennsylvania Railroad, the tonnage went up to 2,837,532 tons, but the earnings were \$938,832 and the expenses \$522,318.

From the year of the lease the tonnage carried has generally declined.

As many at 111 coal barges were taken down the river in one tow from the Outlet Lock and the canal, and the river was filled with rafts.

The total tonnage for 1909 was 400,000 tons; the revenue was \$70,000 and expenses \$180,000.

From March 1, to September 1, 1927, only thirty boats passed through the canal.

In 1912 Mayor Morrison, by virtue of a state law, appointed August C. Streitwolf, Harry G. Rolfe, John P. Wall, James A. McGarry and Charles B. McLauray as Harbor Board Commissioners with absolute control over the docks and entire waterfront of New Brunswick. The Board organized by electing Mr. Streitwolf president, Mr. Wall secretary and George S. Silzer counsel. The Commissioners took up with

the Public Utility Commission of New Jersey the matter of the closing of the canal, the necessity of repairs to the lock and the cleaning of the canal to a depth that would allow free passage of boats, also the adjustment of freight rates. The Harbor Board gained a few minor points, but the effort to revive canal traffic was a flat failure. The Utility Commission in their decision against the city stated that "New Brunswick slept too long on her rights, and by this decision wiped out all hope of the Delaware and Raritan Canal ever again being a factor in freight transportation.

Various reasons have been given for the decline of traffic, the most potent of which is probably the fact that the dimensions of the canal are insufficient to pass boats of a size great enough for the economical transportation of freight by water.



GENERAL GARRETT D. WALL

Elected Governor of New Jersey, he declined the office and was elected United States Senator. A pioneer in the establishment of New Jersey transportation, particularly relating to the canal, railroad and the shipping interests of the Raritan River and New Brunswick.



WHEN THE "TRAIN CAME IN" ON THE OLD ONE-TRACK ROAD
Old Depot, before the double track was laid.

RAILROADS

On September 15, 1834, the New Jersey railroad was completed to Newark. Work was pushed on rapidly during 1835 and the road was finished to East Brunswick in that year.

The first locomotive reached Newark December 3, 1835, and a month later, January 2, 1836, a new locomotive called the "New Brunswick" attached to thirteen cars decorated with banners bearing the names of the counties, cities and villages along the route, came down from Newark at the rate of fifteen miles an hour. The cars were filled with guests from along the line. At East Brunswick the party was received by Alderman Zabriskie and a committee of citizens in carriages who escorted the visitors over the Albany street bridge to the court house, where a sumptuous feast was served. Mayor Hardenberg presided and speeches were made by several of the guests.

At this time all trains stopped across the river and passengers were transferred across the bridge in stages at a cost of $6\frac{1}{2}$ cents each.

In the *Newark Daily Advertiser* of November 12, 1837, appears an

advertisement of the New Jersey Railroad and Transportation Company in which is the following paragraph:

The public is informed that the road is now completed for the use of Locomotives from Bergen Hill to East Brunswick (directly opposite New Brunswick) and until further notice the following rates will be charged.

On the next day, November 13, 1837, the paragraph was changed so as to read "from Bergen Hill to the starting place in *New Brunswick*." There is no other reference to the matter in the *Advertiser*, therefore, the date of the completion and opening of the bridge was



THE OLD GEORGE STREET DEPOT

on or about November 13, 1837, when the first train was run across to the new depot on Somerset Street which had been built on the site of the old Baptist church. The price paid the church for the property was \$6,327.50. The bridge cost \$57,532, to build. The directors, in the absence of a charter for further construction, secured the consent of the City Council and built across town to near Mile Run brook, hoping to project the road as far as Trenton.

In the *Advertiser* of December 31, 1838, is the following editorial notice:

The Direct Line of Railroad across New Jersey will be traversed *tomorrow*, with the regular trains of cars. We understand the Companies have wisely determined to have no celebration. It would indeed be most multitudinous, and be attended with great expense, without giving satisfaction to all. There can

be no doubt of the deep and general interest of the whole community in this Public Work, as will be demonstrated by the business on the line.

In consequence of the extremely bad crossing, both the day and night lines will cross at Trenton; probably in the summer one of the lines will cross at Camden.

On the 3d of July, 1838, there appeared in the *Advertiser* an advertisement of a Fourth of July Excursion from New York to New Brunswick, which contained the following paragraphs:

Passengers will have an opportunity of examining the "Deep Cut" through Bergen Hill, and the "Railroad Viaduct" across the Raritan at New Brunswick.

The Fourth of July next will be celebrated in superior style at Newark, Elizabethtown and Rahway. At New Brunswick nothing will be done, and those who wish retirement on that day will find the latter place a delightful resort.

The Philadelphia and Trenton Railroad Company, with a road between Kensington and Morrisville, secured a controlling interest in the Trenton and New Brunswick Straight Turnpike Company in 1834 and hoped to use it as a right of way to connect with the Jersey Railroad, planning to reach Trenton over the Delaware Bridge already completed. The Camden and Amboy Company, quick to perceive that such a project would prove disastrous to their road, took the offensive. They bought the river bridge, secured all the available stock of the Philadelphia Company and demanded the protection of the exclusive provisions of their charter. As a result the Camden and Amboy secured a charter March 15, 1837, for the new road and it was completed from Bordentown to New Brunswick in 1838. The original tracks followed the canal bank from Bordentown to Kingston, from there cutting across to Dean's Pond, from which point the present right of way was used nearly all the way into New Brunswick. By 1838 the Amboy had enough stock in the Philadelphia road to influence her policies. In 1839 the river bridge at Trenton was partially rebuilt and strengthened.

The railroad to Millstone was completed in 1853, and later extended across Somerset and Mercer Counties to the Delaware, where it intersected the old Belvidere Railroad, thus providing a second route from New Brunswick to Trenton. The first passenger train over this route from that city to New Brunswick left Trenton at 7:50 A. M., February 23, 1874, making the trip in two hours. This extension beyond Millstone was abandoned in the early eighties.

January 1, 1839, was the date of the junction of the New Jersey and Camden & Amboy Railroads when the through line of railroad between New York and Philadelphia was first established. The

following is a copy of the first advertisement announcing the completion of the through route, and which appeared in the *Newark Daily Advertiser* of December 31, 1838:

New York and Philadelphia Railroad Line, Direct, via Newark, New Brunswick, Princeton and Trenton. Leaves New York from the foot of Liberty Street, daily (Sundays excepted):

Morning Line, 9 o'clock, A. M.

Mail Pilot Line, 4 o'clock P. M.

Passengers will procure their tickets at the office foot of Liberty Street, where a commodious steam boat will be in readiness to convey them to Jersey City, with baggage crates on board.

Philadelphia baggage goes through without being opened by the way.

Passengers by the Morning Line arrive in Philadelphia in season to take the 3 o'clock P. M. train for Baltimore which arrives in that City in the evening.

The Mail Pilot Line delivers passengers in Philadelphia 4 hours in advance of the U. S. Mails.

Returning the Lines will leave Philadelphia at the same hours.



OLD SUYDAM STREET STATION

We learn from an advertisement of that period that the Railroad fares were—"from Jersey City to Newark 37½ cents; from Jersey City to Elizabethtown, 37½ cents; from Jersey City to Rahway 50 cents; from Jersey City to New Brunswick, 75 cents." Trains left New York for New Brunswick at 9 o'clock A. M. and 4 o'clock P. M.

From New Brunswick for New York at 7 o'clock A. M. and 2 P. M.

The United States mail at that time, and for several months after the completion of the Railroad in 1839, was carried by railroad from New York to New Brunswick; by stage from New Brunswick to Trenton; by railroad from Trenton to Bordentown; by steamer from Bordentown to Philadelphia—leaving New York at 9 o'clock A. M. and arriving at Philadelphia at 6 P. M.

These roads were all of the single track type which caused many delays.

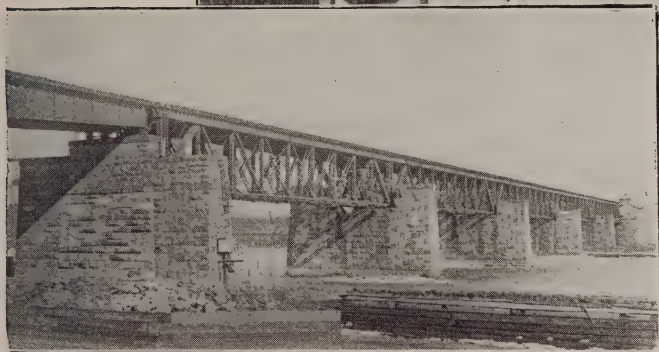
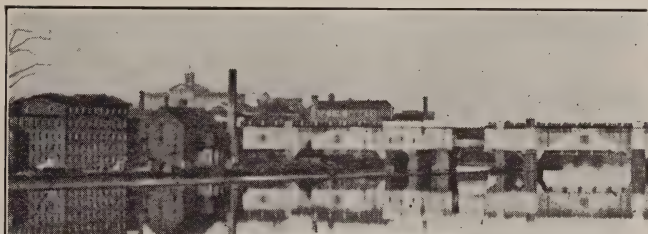
The New Jersey Railroad Company during the month of November, 1859, completed the laying down of their double track from Jersey City to New Brunswick, the citizens of which thought the fact worthy of commemoration, and therefore resolved to celebrate it by an excursion and banquet. This came off on Tuesday, the 29th day of November, 1859. Several eminent citizens of New York and New Jersey were invited, including members of the Judiciary, the Press, Legislature, Railroad Directors and guests, about one hundred and fifty of whom were present and took part in the celebration. A special train left Jersey City about half-past eleven and took up passengers from the various towns on the Road, arriving in New Brunswick shortly before one o'clock P.M. A delay of a few minutes occurred when all got aboard the train again and proceeded over the Millstone Railroad to East Millstone, "affording to the excursionists a flying view of the fine and rich agricultural section of country in that direction." After a short stay at East Millstone when the whistle sounded, all got into the cars again, and in a few minutes were landed safely in New Brunswick.

The Company then proceeded to Stelle's Hotel, where the proprietors, Messrs. Danberry and Wanmaker, provided a splendid dinner, for which all had been prepared by the bracing atmosphere of the day to fully enjoy. The Hon. John Van Dyke presided, and called upon Franklin S. Kinney, Esq., Chairman of the Committee of Arrangements, to more fully introduce the topics for discussion.

Mr. Kinney spoke of the completion of the double track as being a most happy consummation, increasing as it did the facilities of communication with the metropolitan city of the country, and contributing largely also to the importance of New Brunswick. The commencement of the New Jersey Road, he remarked, dated back to the early days of railroad enterprise in the Union. It was one of the first Roads chartered, and being undertaken when everything had to be learned, it had great difficulties as well as physical obstacles to overcome. He traced the history of the road, showing how it gradu-

ally advanced, growing in strength and usefulness, until today, in point of enlightened policy, of business capacity, and perfection of equipment, it has no superior in the country. Mr. Kinney also contrasted the old stage coach mode of travel with that now enjoyed. In former times, parties going from New Brunswick to New York, occupied three full days in performing the trip, but now only an hour and a half is required to pass from one city to the other, and between

FIRST
RAILROAD
BRIDGE



STEEL
BRIDGE

The first railroad bridge was opened January 1, 1838. It was a double-deck one, the lower one being used for horse and wagon travel. The bridge was destroyed by fire on March 9, 1878. Seventy-two hours after, a temporary bridge was constructed and trains were running over it. A steel structure was erected, which stood until the present stone one was put in use in January, 1903, when the tracks were elevated through the city.

two there are nine trains each way every day." Mr. Kinney concluded his remarks by giving the following sentiment:

The New Jersey Railroad and Transportation Company—Their road has been managed in a manner which reflects credit upon the Company, has been profitable to them, and given satisfaction to the people.

Gen. John S. Darcy, President of the Road, responded. He congratulated the citizens of New Brunswick upon the completion of this important work, and said it had always been regretted by the Board of Directors that it could not have been accomplished before. He then

narrated the difficulties which the Road had encountered from its commencement, showing that its efforts to serve the public had always kept pace with its ability. He said that the physical difficulties to overcome in first building the road were great, considering the little experience then had in railroad building, but they were not the only or most serious difficulties the directors had to experience. The great thing that troubled them most was the lack of means, to obtain which required more skillful engineering than did the flinty rocks of Bergen, the salt meadow quagmires, and the bridging of three navigable Rivers—the Hackensack, Passaic and Raritan. In order to obtain



ALBANY STREET BEFORE THE ELEVATION

means to proceed with the work, the projectors not only mortgaged their stock, but all their private property far beyond its real value, determined to succeed or sink their all in the enterprise. They were then earnestly desirous to establish a grand trunk line over which the travel of the South and West might, expeditiously and with comfort, be hurried past our important cities into the Metropolis—and by that spirit and desire the management have been uniformly governed, down to the present hour. In that effort, the Road had been nobly sustained by the people, and in behalf of the Board of Directors, he begged to acknowledge the cooperation thus generously accorded. He stated that they should continue to make improvements until the Road and equipments were equal to any other in the world. In so doing he promised that a new and more commodious depot should soon be built in this City, together with other conveniences for our citizens which

had long been needed. He closed amid loud demonstrations of applause.

The elevation of the track was commenced in 1902, and the first train was run over the elevated tracks on May 11, 1903. The electrification of the road was commenced in 1930.



RARITAN RIVER RAILROAD STATION

The Raritan River Railroad was opened from Milltown to New York on Monday, January 7, 1890. The first train over this road left Milltown at 7:15 A. M. and arrived in New York at 8:52 on that date. The road was finished the following year to New Brunswick. During the World War the Raritan River Railroad carried all uniformed men in the United States service over its line free of charge.



BENNIE STELL'S HOTEL

It stood at the corner of George and Somerset Streets, but was later known as McCormick's Railroad Hotel



TELL-TALE DIAL USED IN MOVING BRIDGE

STEEL RAILROAD BRIDGE MOVED

The six-span steel truss bridge of the Pennsylvania Railroad Company, 900 feet in length, over the Delaware and Raritan Canal and the Raritan River at New Brunswick, was moved from its original position and placed in a new one fourteen and one-half feet south of the old bridge in one minute and forty-five seconds on Sunday, May 25, 1902.

It was exactly ten and one-half minutes from the time the bridge was cut loose until the work had been completed and the structure was again ready for trains.

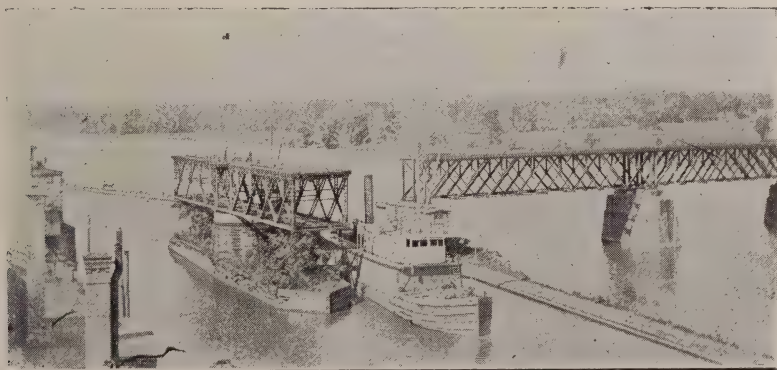
This feat of moving a 900-foot bridge with six spans, one of them a draw span, without interfering in any way with the running of trains, was one of the most remarkable of the kind ever attempted. The only parallel was the feat of the same railroad company in moving a bridge over the Schuylkill River, but that bridge was only 200 feet in length.

So carefully had the preliminary work been done, and so accurately had all calculations been made, that when it was finished the rails on the bridge were perfectly straight and it was not deemed necessary to send test trains over the bridge. Trains crossed in accordance with the regular schedule, but at half speed.

The preliminary work occupied several months. The bridge was a steel structure with a plate-girder draw. The bridge weighed 4,114,000 pounds, or 1,836.5 tons. The piers were widened, the bridge was set in cradles working on rollers, and seven engines, located on the banks and the towpath and on floats in the river, supplied the power. Each engine was of the drum-hauling variety, and the cable from the drum operated a block and fall, anchored at one end to the pier and the other to the bridge. Timber stops prevented the bridge from going beyond the proper position. A "tell-tale" dial indicated the work each engine did. Each engine was numbered and a corresponding number on the tell-tale, moving upward alongside an upright standard divided into feet, showed just what movement was attained by the span to which the engine was attached. In this way each engineer was able to gauge his pulling, so that the entire structure moved as one piece, and the danger of a twist or buckle was reduced to a minimum.

It was necessary to move the bridge because the railroad company was to replace it with a stone arch viaduct at a grade about twenty feet above the grade of the tracks. The viaduct was to be constructed in connection with the elevation of the tracks. The plans for moving the bridge were made by the master mechanic of the division, George W. Mershon, assisted by his son, William B. Mershon, assistant master mechanic.

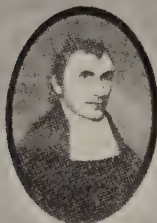
The instant the bridge was moved workmen began spiking down the anchoring rails. The time occupied in moving the bridge was better than the estimate of the master mechanic by $4\frac{1}{2}$ minutes. He promised that the entire operation would not take more than fifteen minutes.



DRAW OF THE STEEL RAILROAD BRIDGE



John Schureman, D.D.
1812 1813



Ira Condict, D.D.
1793 1811



John Ludlow, D.D.
1817 1819



Jacob J. Janeway, D.D.
1830 1831



Isaac Ferris, D.D.
1821 1824



Samuel B. How, D.D.
1832 1861



Richard H. Steele, D.D.
1863 1881



Thomas C. Easton, D.D.
1840 1886



Pineodore Pockman, D.D.
1887 1912



FORMER PASTORS OF THE FIRST REFORMED CHURCH
These men have all passed on to their final reward.

CHURCHES OF NEW BRUNSWICK

THE FIRST REFORMED CHURCH

This is the oldest church organization in the city of New Brunswick. Its corporate title is, "The Ministers, Elders and Deacons of the Congregation of New Brunswick."

Guillaem Bertholf, a resident of Hackensack, as a lay worker frequently visited this section. As *voorleser* in the Holland church, he rendered invaluable services in a large portion of Northern New Jersey. So acceptable were his services as reader and comforter of the sick that he was sent to Holland in 1693 for ordination. Upon his return he had the spiritual oversight of all the Holland communities in New Jersey. His work resulted in the organization of many Reformed churches, including those in the vicinity of New Brunswick.

A church was erected as early as 1703, about three miles west of the present city limits. The congregation which worshipped there soon divided to form two churches, now known as the Reformed Church of Franklin Park, and the First Reformed Church of New Brunswick. From the early maps and records of the city it appears that the first church was built about 1714, at the corner of Schureman and Burnet Streets. The earliest church record is dated April 12, 1717. The archives of the church contain a complete register of baptism and the list of church members and officers from 1717. The second church edifice was erected on the present site in 1767. This was built of stones which were brought up the Raritan on sloops from Hell Gate.

The first pastor of the church was Rev. Theodorus Jacobus Frelinghuysen. He also served the churches at Raritan (Somerville), Six Mile Run (Franklin Park), and North Branch (Readington). Mr. Frelinghuysen came directly from Holland, bringing with him a schoolmaster, Jacobus Schureman, who was also chorister and



voorleser. These men were the progenitors of many distinguished citizens who have rendered signal service to the State. The next three pastors were closely connected with the college also. Rev. Johannes Leydt was a leader in the movement resulting in the founding of Queen's College, later known as Rutgers College. Rev. Jacob



FIRST REFORMED CHURCH, 1767-1811

Rutsen Hardenbergh, D.D., in 1786 became the pastor of the church and also president of the college. He was a staunch personal friend of General Washington. His successor in the pastorate, Rev. Ira Condict, D.D., was also vice-president of the college and professor of moral philosophy.

The bell of the church was taken down during the revolution and buried in an orchard where Rutgers College now stands. From December, 1776, to July, 1777, no services were held because the British were in possession.

The last service in the old church was held on May 20, 1811.

The present church was completed and occupied by September 27,

1812. The dedication sermon was preached by the Rev. Dr. Livingston. More land has been added to the original grant of Mr. French. The church was remodeled in 1847, and in 1862 was reseated and remodeled throughout. The dimensions of the church are 94x66 feet and its seating capacity 1,100.

The following have been its pastors: John Schureman, Jesse Fonda, John Ludlow, Isaac Ferris, James B. Hardenberg, Jacob J. Janeway, Samuel B. Howe, Richard H. Steele, T. C. Easton, P. T. Pockman, and Jasper S. Hogan.



SECOND REFORMED CHURCH

SECOND REFORMED CHURCH

The Second Reformed Church was organized on January 31, 1843, at a meeting in the old chapel of the First Reformed Church. The First Church was large; its members numbering at that time 542; and the city was growing. A zeal for church extension was expressing itself and, without any disagreement whatever, twenty-three of the members of the old church were given their transfer to become

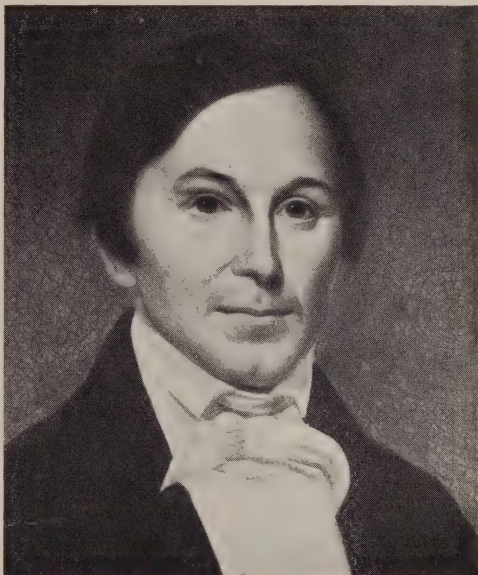


SECOND REFORMED CHURCH
Corner George and Albany Streets. Erected 1861, Razed 1925

the original members of the new church. They were Mr. and Mrs. John H. Stothoff, Mr. and Mrs. Isaiah Rolfe, Mr. and Mrs. Matthew Brown, Mr. and Mrs. William Sunderland, Mr. and Mrs. John H. Stagg, Mr. and Mrs. John Compton, Mrs. John S. Hoagland, William Hartough, William T. Runk, James M. Compton, Abel T. Stewart, and Paul D. Van Cleef.

The congregation worshipped at first in the then new building of the Baptist Church at the corner of George and Bayard Streets, securing its use on Sunday afternoons at the rate of \$175 a year. Soon it had a building of its own on the northwest corner of Albany and George Sts. A New School Presbyterian Church, organized in 1840, had bought from the New Brunswick Amusement Co. their building and after this short time was ready to sell. The Second Reformed Church bought it for \$3,550, and remained there for eighteen years. Later it was the home of the German Reformed Church. Now it is the Strand Theatre.

The first minister of the church was the Rev. David D. Demarest, who had been graduated from Rutgers College in 1837 and from the Seminary in 1840, who came to the church at the age of 24, remained for nine years, until 1852, then went to the church at Hudson, New York, and in 1865 returned to this city as professor in the theological seminary. The second pastor was the Rev. Samuel M. Woodbridge, a graduate of New York University and New Brunswick Seminary, who remained until 1857 and then became professor in the seminary. Under these two ministers the church established a strong foundation and made substantial progress. From the very start of the church men of unusual strength warmly supported it, Professors Samuel A. Van Vranken and James Spencer Cannon, then Professor Alexander McClelland and then Professor William H. Campbell. The Hon.



REV. DAVID D. DEMAREST

From painting by Herring.

Theodore Frelinghuysen, president of the college, sometime candidate for Vice-President of the United States, held the office of elder for six years in the decade 1850 to 1860.

As early as 1854 there was talk of a new church building which did not come until some years later. The third pastor, the Rev. Hugh N. Wilson, who had served Presbyterian Churches, came in 1858 and remained until 1862. A large lot had been bought on the diagonal corner, the southeast corner, of George and Albany Streets, a rough bit of land down which ran the brook from the Barracks Spring. It cost \$6,000. There the corner stone of the new church was laid in October, 1857; but the church was not quickly completed; it was dedicated on April 10, 1861. Church officers who were especially interested in the construction and in the financing of it were George G. Nevius, John DeMott, William T. Runk, Henry R. Baldwin, David Bishop, Henry Vroom and George W. Metlar. The building cost \$27,000, or \$28,000. It was the great brick church that served the congregation and the religious life of the city in that central location until it was torn down in 1925, after service of about 65 years.

The next pastor, from 1863 to 1866, was the Rev. John W. Schenck, a graduate of the college and seminary here. During his time the interior of the church was much improved; and the congregation still gained strength as it had during Mr. Wilson's time.

In 1866 the Rev. Chester D. Hartranft, graduate of the University of Pennsylvania and of New Brunswick Seminary, became pastor at 27 years of age, and a ministry began, the most notable no doubt in the history of the church, one of the most notable in the record of all the churches. He was a profound scholar, an impressive preacher, a devoted worker, and as well a master in music. His congregations were very large, the church work was greatly strengthened, and the whole city felt the influence of his spirit and his work. His work in music was quite extraordinary. He organized a large chorus choir, placed it, with the organ, behind the pulpit and led it himself; he trained the children in classical music; he organized a Choral Society; and he maintained for a time a Conservatory of Music, with first rank professors, and as many as 200 pupils. In 1878, after twelve years pastorate, Dr. Hartranft accepted a call to be professor at Hartford Theological Seminary; later he became president of it.

The longest pastorate in the record of the church followed, that of the Rev. M. H. Hutton, worthy successor of Dr. Hartranft, a graduate of New York University and New Brunswick Seminary. His was a ministry of thirty years, 1879 to 1909. He, too, was a man of talents, of broad interests, an original and stimulating preacher, a

scholar and a gentleman of the old school. Dr. Hutton was widely known, and the church shared in the honors he had in the church at large. During this time the Chapel was built, Mr. Douwe D. Williamson and Professor Louis Bevier being especially concerned in the accomplishing of it.

Two pastorates of shorter duration followed, that of the Rev. John A. Ingham, 1909 to 1920, and that of the Rev. Louis H. Holden, 1921 to 1925. Dr. Ingham was graduated at Syracuse University and Dr. Holden at Yale University; both were graduated at Union The-



SECOND REFORMED CHURCH

Northwest Corner George and Albany Streets. Later the German Reformed Church

ological Seminary. The church was served during these fifteen years with ability and devotion, with distinction in the pulpit and faithful presiding over all church affairs. Dr. Ingham left the church to become one of the executives of the denomination, and Dr. Holden remains in New Brunswick as Lector in the Theological Seminary.

At the close of Dr. Holden's pastorate came a change of church home. The corner of George and Albany Streets had become noisy and crowded with traffic and its aptness for business purposes was urgently set forth by many in the city. The building which had

served the congregation since 1861 was sold, together with the chapel adjoining, and business property owned on Church Street adjoining was also sold. Property on College Avenue, the block between Mine Street and Stone Street, was purchased, and the church home was established there. While the work was being planned and carried out the congregation worshipped for nearly two years in Suydam Hall, Seminary Place. During most of this time and during the early time in the new church the pulpit was supplied by Professor Milton J. Hoffman of the Seminary, whose acceptance as a preacher and personal relationships served well in holding the people together during the transition time.

The new Church, of colonial style, was dedicated on March 11, 1928. The church property includes with the new house of worship, a church house, parish house and parsonage. The building committee was Messrs. Asher Atkinson and Henry C. Avery from the Consistory with Messrs. Harry J. Rolfe and Edward H. Rockwell from the congregation.

The Rev. Milton T. Stauffer, graduate of Princeton University and of Union Seminary, was installed the ninth pastor of the church on November 7, 1929.



GERMAN REFORMED CHURCH
Livingston Avenue and Suydam Street

GERMAN REFORMED CHURCH

For the benefit of the German population of the city, the Third Reformed Church was established in 1851. The Rev. Francis M. Serenbets was chosen pastor, continuing until 1854. The following year the Rev. Franz Schneevius was called, remaining until 1858, when he was succeeded by Rev. J. Hones. The Rev. Prof. Carl Meyer took charge in the early sixties of the last century, the congregation worshipping in a small frame building erected in 1857 on Guilden Street. On the organization of the St. John's German Reformed Church in 1861, the members of the Third Reformed Church united with that church, making the total membership sixty. The congregation worshipped in a frame building on the corner of Albany and George Streets. The first pastor was Rev. A. Hocking, who resigned in 1864, when Rev. I. N. Steiner had charge of the congregation for a year. The third pastor, Rev. Oscar Lohr stayed only a few months; ing until 1904, when he was succeeded by the Rev. M. H. Qual who was followed by Rev. Carl H. Gramm.

The church property on the corner of Albany and George Streets was sold and the congregation built a structure capable of seating five hundred persons, on the corner of Livingston Avenue and Suydam Street. The name of the congregation was changed to the Livingston Avenue Reformed Church.

HIGHLAND PARK REFORMED CHURCH

The beginning of the Highland Park Reformed Church was a Union Sunday School started in 1886, by the Second Reformed Church, which met in the District School House. Rev. M. H. Hutton, pastor of the New Brunswick church, was the first superintendent.

In May, 1889, the Highland Park Sunday School Association was incorporated. During the summer of that year a building was purchased on Magnolia Street and fitted up for a Sunday School.

The first organized steps toward a church in Highland Park was made on April 15, 1890, when a petition, signed by the heads of 20 families, 29 individuals and 42 sympathizers, was received at the spring meeting of the Classis of New Brunswick held at East Millstone. This petition was received with favor and a committee of two each was appointed from the following churches to organize the new church—First Reformed Church, Second Reformed Church, and the Suydam Street Reformed Church.



HIGHLAND PARK REFORMED CHURCH

The first organization meeting was held on May 8, 1890. Final organization of the church took place on May 22, 1890.

In December, 1890, the consistory of the church purchased a lot at the corner of First Avenue and Magnolia Street for \$600. In May, 1891, this lot was sold so that the lot on First Avenue might be purchased as well as the property adjoining it. These two lots were secured for \$680.

In May, 1895, the First Avenue lots were sold for \$775, and in July of the same year the site upon which the church now stands was purchased for \$1,000.

In the spring of 1897 the congregation voted to build a new church at a cost not to exceed \$12,000. The corner-stone was laid on October and the edifice was completed and dedicated on the first Sunday in October, 1898.

The following additions to the church buildings have been made since that time. In 1911 a parsonage was built, costing approximately \$4,000. In 1912 an extension was built onto the church, costing \$2,200.22, and again in 1924 additional buildings were erected, costing approximately \$30,000.

The following men have served the Highland Park Church as pastors: John Bodine Thompson, 1891-186; Alexander S. Van Dyck, 1896-1903, Edward P. Meeker, 1903-1908; Thomas C. Easton, 1908-1910; Frederick K. Shield, 1911-1918; Anthony Luidens, 1919-1930.

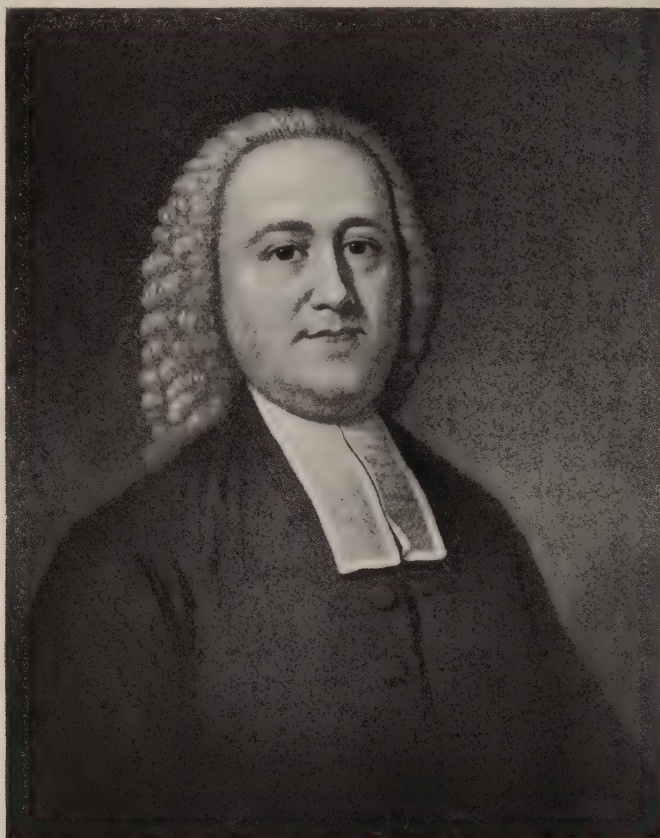
THE SUYDAM STREET REFORMED CHURCH

The Suydam Street Reformed Church was organized October 30, 1884, with fourteen members. The Rev. William H. Campbell, D.D., who had just resigned the presidency of Rutgers College was its first pastor. He was installed January 11, 1885. The cornerstone of the church was laid July 6 the same year.

FIRST PRESBYTERIAN CHURCH

The first authentic date in the history of the church is 1726, when Gilbert Tennent became its pastor. Its organization may have preceded this settlement, but the loss of the church records in 1776 places its history for its first half century with no authentic testimony. The old records were supposed to have been destroyed during the Revolution, when the house of Dr. Moses Scott, a prominent elder, was

entered and plundered by British troops. A wooden building was erected by the congregation in 1727, small and unpretentious, on Burnet Street, just north of Oliver Street, in the center of the old Presbyterian burying ground. It was this building which the British



REV. GILBERT TENNENT

First Pastor of the Presbyterian Church in New Brunswick, 1726-1743

used as a barracks and stable during Lord Howe's occupancy of the town in 1776-77.

Robert Davidson, D.D., in his "Historical Sketch of the First Presbyterian Church in the City of New Brunswick," states that "it was set fire to by the enemy and was consumed." But in the "Book of Registry and Copy of Inventory of Damages done by the Enemy and their Adherents to the Inhabitants of Middlesex County," (preserved in manuscript in the State Library at Trenton, No. 172) the inven-

tory presented by the congregation does not state that the church was wholly consumed, but that it was "damaged." The following is an exact transcript of the inventory :

"Ditto of the Presbyterian Meeting House at New Brunswick, exhibited by Captain Rich'd Gibb and others, a Committee of ye congregation, viz.:

Between Nov., 1776 and June, 1777.

To damages to the above said Meeting House to ye amt., of 400 pounds.

JOHN LYLE, Ju'r.

Sworn Oct. 4, 1782

before NATH. HUNT.

Joseph Vickers and John Voorhees, carpenters, being sworn saith that they knew the above said Meeting House mentioned in the Inventory and do adjudge the damages done the same by the enemy amounts to 400 pounds.

JOSEPH VICKERS,
JOHN VOORHEES.

Sworn before me Oct. 4, 1782.

NATH'L HUNT."

This building was sold and later moved to New Street, just above Burnet Street, and converted into a dwelling house.

The first great controversy in the Presbyterian church in this country was the disruption in 1741, which was not healed until 1758. The question between the elements which were known as "Old" and "New." was briefly, whether or not revivals were to be encouraged, and whether piety or education was most important in the gospel ministry. Of the "New" side, Gilbert Tennent was the acknowledged leader. The New Brunswick church, which had been first connected with the Presbytery of Philadelphia, was in 1733 transferred to that of East Jersey; subsequently, when the Presbyteries of East Jersey and Long Island were merged in 1738 in that of New York, it was set off with other churches to form the Presbytery of New Brunswick. Here we have the origin of a Presbytery that has exerted in the course of its long history a more commanding influence than any other in the Presbyterian body. In the history of the church at this time, the terms the "New Side" and the "New Brunswick party" are constantly occurring as interchangeable. Between this party and the Synod of Philadelphia, the "Old Side," the Presbytery of New York occupied for a time an intermediate position. It finally came into organic union with the Presbytery of New Brunswick, the united body growing into the Synod of New York, which on the reunion of 1758 outnumbered the "Old Side" three to one, and included within itself the best part of the vigor and piety of the Presbyterian body.

Mr. Tennent removed to Philadelphia in 1745, and the congregation was left without a settled pastor for several years. There is a tradition that Rev. Thomas Arthur was pastor from 1746 to 1751. The minutes of the Presbytery show that a temporary supply was appointed in 1760, which was repeated from time to time until 1768, when Rev. Israel Reed, pastor of the neighboring church at Bound Brook, was appointed by the Presbytery to supply the pulpit one-fourth of his time, which arrangement existed until the church entered upon and passed through the stormy period of the Revolutionary War. In this crisis the church furnished a brilliant page through the loyalty, patriot-



THE CHURCH IN 1880, SHOWING THE OLD SUNDAY SCHOOL BUILDING

ism and courage of such members as Colonels Neilson and Taylor and Dr. Moses Scott. When the war clouds cleared away it was a small but loyal and determined body of God's people who met to study the situation and plan for the future.

This meeting was held on January 1, 1784 (from which date we have complete and ample church records), and was attended by sixteen men: John Lyle, Sen., Richard Gibb, Moses Scott, John Neilson, John Lyle, Jr., Asa Dunham, Henry Leupp, John Henry, George Hance, James Richmond, Robert Eastburn, William Paterson, John Plum, John Taylor, Joseph Robinson and William Applegate.

They at once took measures to rebuild the church, but in a more suitable location. They next sought to obtain from the State Legislature an act of incorporation, which was secured in August, 1784,

and on May 9, 1785, the following were elected trustees under the charter: John Neilson, John Taylor, Moses Scott, William Paterson, William Ten Brooke, John Van Emburgh and John Noel.

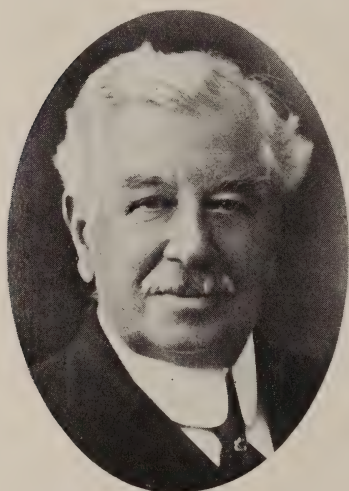
In the Spring of 1784 four lots, at what is now the northeast corner of George and Paterson Streets, were purchased and the following year church walls were up and under cover, but the edifice was not actually completed for several years. It stood below George Street, fronting on Paterson. It was built of bricks painted yellow, hence be-



AFTER THE FIRE OF SEPTEMBER 18, 1888

came known as the "Old Yellow Church." An act of incorporation was obtained in 1784; two years later the congregation relinquished its partial claim on Rev. Israel Reed, and Rev. Walter Monteith was called to the pastorate. The congregation being short of funds, in 1786, applied to the Legislature for the questionable aid of a lottery. This scheme was entitled "The Elizabethtown and New Brunswick Church Lottery;" the highest prize was \$2,000, the lowest \$20. The net result to the New Brunswick church was £665 13s., 5d., proclamation money. This amount proved inadequate to discharge all debts, which were stated to be, March 20, 1786, £1,426 3s. 2d., and was not finally liquidated until May 6, 1801. The next pastor, Rev. Joseph Clark, installed January 4, 1797, died suddenly in office, October 20,

1813. He was a most impressive preacher, of commanding influence, and left the church with one hundred and twenty-seven members, nearly double the number at his accession. Rev. Leverett J. F. Huntington was installed pastor December 5, 1815. His services were particularly attractive to the young, and during his pastorate, in the year 1816, the Sabbath school was established. It was the first in the city to be organized, like the original ones in England, for neglected children rather than those of Christian families. Mr. Huntington died May 11, 1820, and Rev. Samuel B. How was installed pastor in 1821. His term of service was brief, as on July 25, 1825, Rev. Joseph H.



WILLIAM W. KNOX, D.D.
Pastor 1893-1917
Pastor Emeritus 1917-1929

Jones was installed: Under his pastorate the church immediately entered on a new career. A parsonage was built in 1827; and a new church fronting on George Street instead of Paterson Street, was dedicated December 15, 1836, at the cost of \$22,328.26. Dr. Jones was a man of rare gifts, both in pulpit and parish. He had the hearts of the congregation with him and its co-operation in all his efforts. He resigned in 1838 to accept a call to the Sixth Presbyterian Church of Philadelphia. The membership of the church when he left was 411 souls. The congregation next enjoyed the ministry of Rev. Robert Birch, who was installed March 4, 1839; his

pastorate was ended by his death, September 12, 1842. Then followed one of the longest pastorates in the history of the church. The Rev. Robert Davidson was installed May 4, 1843. Gas was introduced, and repairs made on the session house in 1852; a year or two later a thorough refurnishing of the church was undertaken. Dr. Davidson's pastoral relations were dissolved in September, 1859, and Dr. Howard Crosby, Professor of Greek in Rutgers College, was elected pastor on February 18, 1861. His occupancy of the office was brief, as Rev. William Beatty was installed as pastor June 2, 1863. He was in charge of the congregation about four years, when he resigned to accept a call to the Shadyside Church of Pittsburgh, Pennsylvania. The installation of Rev. A. D. L. Jewett took place March 2, 1868.

The organization of the church was completed in 1871 by the election of deacons; the eldership was increased in 1873. Dr. Jewett's labors during the latter portion of his term were interrupted by continued ill health. He resigned October 16, 1874, and on May 17, 1875, Rev. Thomas Nichols was installed. His successor in 1879 was the Rev. William J. McKnight, who continued in the pastorate until 1892, and the following year was succeeded by Rev. William W. Knox. Dr. Knox was to serve the congregation for nearly a quarter of a century. He was made pastor emeritus in 1917, and the next year the Rev. Cordie J. Culp was chosen his successor.

In 1921 the old chapel property was sold for \$80,000, and the year following the cemetery around the church was removed to Van Liew Cemetery and plans drawn for the erection of a modern church school and community building. Ground was broken for this structure June 19, 1922, the cornerstone laid the following August, and the building dedicated February 18, 1923. The total cost, including furnishings, was \$135,000. The next year the church edifice was thoroughly renovated, repaired and beautified. More than \$145,000 was expended in these improvements.



SECOND PRESBYTERIAN CHURCH

Which stood on Monument Square and was taken down in 1876

HUNGARIAN EVANGELIST REFORMED
PRESBYTERIAN CHURCH

This church was organized July 21, 1904. The organization ceremonies were held in the chapel of the First Presbyterian Church, where the congregation commenced holding meetings. It was largely through the assistance of Rev. J. Kozma, of Perth Amboy, that the organization was effected. The rapid growth of the congregation soon required larger accommodations, and a church was procured on the corner of Easton Avenue and Hamilton Street. The first regularly installed minister was Rev. Paul Hamborsky, who served until he decided to join the ranks of those ministers who were working under the Conventus of the Reformed Church of Hungary. Through his influence the congregation for a time joined this church organization; the original members not being satisfied with this transaction, took the matter before the courts and eventually won the control of the church property. This litigation was the cause of a great unrest and difficulties amongst the congregation, and religious services were suspended. The Easton Avenue Church was exchanged for the present edifice on the corner of Bayard and Schuyler Streets, formerly occupied by St. James Methodist Episcopal Church.

EVANGELICAL LUTHERAN EMANUEL
GERMAN CHURCH

This church was organized in 1878. The church building on the corner of Kirkpatrick and New Streets was erected in 1879, under the supervision of Rev. John A. Dewald, its first pastor, and who ministered to the congregation up to the time of his death, March 17, 1927. Forty-nine years of service, a most remarkable pastorate, a record never equalled in New Brunswick. He was succeeded by Rev. A. H. Holthusen, who has worked faithfully to keep the congregation interested, with the result that several notable improvements have been made under his direction.



METHODIST CHURCHES

Methodism was established in America in 1766. Members of the denomination from Ireland settled in New York, among whom were Philip Embury and Barbara Heck, whose names are household words in Methodist circles. It was planted late in the eighteenth century in Trenton and Elizabethtown. The record of its beginning in New Brunswick dates back to 1798, when Rev. Francis Asbury, the missionary bishop, visited the place. He states in his Journal that on June 15, 1800, he had a meeting in New Brunswick, and that many under his exhortation felt the Word. He again writes that he gave a discourse in the court house in May, 1810.

A charter was granted the church June 13, 1799, and the first minister installed was Rev. J. Totten. The progress of the denomination seems to have lain dormant for over a decade, when a meeting for the election of trustees was held May 27, 1811. It appears that on July 18, 1811, Jacob Snyder, James Williams, David Oliver, Michael Pool, Joel Conger, Henry Goose and John Viliet took oath severally to faithfully administer the office of trustee of the Shiloh Methodist Episcopal Church of New Brunswick. A lot was purchased in 1811 on Liberty Street by the Rev. James Smith, of the Philadelphia Conference, from the trustees of Queen's College, for \$528. A brick church was erected in 1811 on this lot. For the following nine years, most of the time the congregation was a part of a circuit.

The Rev. Charles Pitman in 1820 became the first settled pastor; he found twenty members, which in two years was increased to sixty. The church building was completely destroyed by a tornado on June 19, 1835; its pastor, the Rev. W. H. Bull, was so severely injured that he died.

Rev. James Ayars was appointed pastor in 1836; during his ministry the church was rebuilt on the same lot, its construction being of wood. The congregation worshiped in this church until May, 1876. During the pastorate of the Rev. B. S. Sharp, 1869-71, the foundation



FIRST M. E. CHURCH
George and Liberty Streets

of a new church was laid on the corner of Liberty and George Streets. The church was 70 x 95 feet, and during the pastorate of the Rev. John S. Pheelps, 1875-77, was occupied. Its dedication took place in May, 1876, Bishop Matthew Simpson officiating. For nearly twenty years the building was incomplete, but in June, 1896, when Rev. George C. Stanger was pastor, the steeple was raised to the height of 144 feet, the outside brick walls plastered with Portland cement, the interior remodeled, the pews equipped with cushions, and a pipe organ installed. It was during the pastorate of Rev. William P. Davis that the chapel building was commenced. The church in late years has been known as the First Methodist Episcopal Church.

It was during a revival of religion in 1851 that the Rev. James D. Blain, pastor of the mother church advocated the establishment of another organization. A site was obtained on the corner of George and Oliver Streets, and a frame building on brick foundation was erected, and was dedicated by Bishop Edmund S. Jaynes, August 11, 1852. The name of the Pitman Methodist Episcopal Church was given to the congregation in honor of the Rev. Charles Pitman, the first settled minister of the parent church. To constitute the membership of the new organization it was decided at a meeting of the officers of the mother church, twelve in number, that one-half of their number should be chosen by the pastor, with their families, to constitute the new church. The six persons chosen were David Carel, Robert Miller, John Helm, William Owens, George W. Price and Staten Jeffries, so that the actual membership of the new church was nearly fifty persons. In April, 1909, during the pastorate of Rev. Herbert J. Belting, a movement was begun looking toward the erection of a new and modern structure. This enterprise was carried to a successful completion, and the building was dedicated December 19, 1909.

In the spring of 1856 the Rev. R. A. Chalker was transferred from the New York Conference to the New Jersey Conference, and appointed to the Shiloh Methodist Episcopal Church. There was in that year an extensive revival in the Liberty Street Church; about one hundred and seventy persons were received into the church on probation. The church building becoming too small for the congregation, Christopher Meyers made a proposition to establish a third Methodist congregation in the city. He offered to pay one-third of the cost up to \$20,000 to build another church, on the condition that it should be a pewed church where his family could sit together during devotional services. This proposition was too liberal to be ignored, and with the

cooperation of several members of the church, a sufficient amount was realized and a lot on the corner of Bayard and Schuyler Streets was purchased. A chapel was first erected, and in 1866, Rev. John McClinlock, afterwards president of Drew Theological Seminary at Madison, New Jersey, was secured as a supply; in this capacity he



ST. JAMES M. E. CHURCH
Hamilton Street and Easton Avenue

served the church for one year and six months. Meanwhile, the main building was completed, and dedicated by Bishop Matthew Simpson, November 11, 1866. It was during the pastorate of Rev. Frederick C. Uhl that the beautiful church on December 13, 1908, was gutted by fire, only the walls and steeple remained standing.

A great social change had been going on in the neighborhood of the church, the Magyars coming into the locality in decided numbers, and it was decided to sell the burned building to them and purchase the

edifice they had been using at the junction of Easton Avenue and Hamilton Street. This was done, the Magyar Hungarian Presbyterian people receiving for their structure and valuable lot the sum of \$13,000, with the old church and parsonage on Schuyler Street. The building was remodeled to suit the work of a Methodist Episcopal Church; a new parsonage was built facing Easton Avenue.

The Mount Zion Methodist Episcopal Church is one of the oldest organizations among the colored people of the city. The congregation commenced to hold religious services in 1827 at different places, finally a church was built on Division Street.

The Union African Methodist Church was organized with a small membership in 1879. The Rev. E. H. Chippey took charge in 1880, hoping to increase the membership, but his efforts were not attended with much success, and the congregation not being self-supporting, the enterprise was abandoned.

BAPTIST CHURCHES

Prior to 1816, the Baptists residing in New Brunswick were for the most part members of the Baptist Church in Piscataway Township, and occasional services were conducted for these people in New



ORIGINAL BAPTIST CHURCH

Brunswick by the pastor of the Piscataway Church. In the year 1813 a commodious church building was erected on Somerset Street, near George, on a lot donated for the purpose by Mrs. Gertrude Parker. On September 21, 1816, the First Baptist Church was formally organized with the following charter members: Asa Runyon, Henry Wright, Richard Lupardus, Sarah Merrill, Joseph Runyon, Hephzibah Walker, Phoebe Runyon, Abigail Coon, Elizabeth Runyon, Squire Martin, Charlotte Lupardus, Sarah Post, Sarah Runyon, Sarah Pro-

basco, Walter M. Henry, Ruth Brenner, Abram Potts, Susannah Martin, Richard E. Runyon, Sarah Ayres, Sarah L. Dunham, Charles E. Hollingshead, Sarah Kent, Esther Potts.

The church not having been incorporated by virtue of a legal statute and therefore unable to acquire property, etc., a certificate of

incorporation was made October 6, 1818, by the Trustees of the church and recorded in Somerset County Clerk's office, January 6, 1819, book J of Deeds, page 434, by which the Trustees took upon themselves the name of "The First Baptist Church in the City of New Brunswick." The names of these Trustees are in the annexed appendix.

After incorporating the Trustees of the church and on January 20, 1819, James McLaughlin and John Bray conveyed by deed of



FIRST BAPTIST CHURCH
Bayard and George Streets

that date to the Trustees of the church the property held by them in trust for the church. The deed of conveyance is recorded in Somerset County Clerk's office in book J of Deeds, page 724.

By this deed the church became the owner of the church property and continued to hold it until April 17, 1840, when a deed was given to The New Jersey Railroad and Transportation Company in consideration of \$12,300, the church building torn down and the railroad station erected on the lot and from the material of the church building.

The agreement for the sale of the lot having been authorized December 10, 1835, a cemetery lot on the corner formed by the west

line of George Street and south line of Morris in this city was purchased and the dead removed from the old lot to the new burying ground and a lot, more central in its location, one hundred feet on the west side of George Street by one hundred fifty-five feet on the north side of Prince (now Bayard) Street, was purchased by the church September 1, 1836, from James Neilson, Trustee for Sarah Crommenline, for \$2,584.04, and the present house of worship was erected thereon at a cost of \$15,459.39, besides furniture; to be opened, as the minutes of the Trustees state, for public service of



OLD HIGHLAND PARK BAPTIST CHAPEL

Almighty God February 15, 1838, and the pews sold February 21, 1838.

The church re-incorporated under laws of the State of New Jersey, under that part of the statute laws relating to the Baptist denomination, April 6, 1895. The certificate of the church for that purpose is recorded in the Clerk's Office of Middlesex County in Book C of Incorporated Societies, page 417.

In the year 1887 the church secured a lot at the corner of Somerset and High Streets, and having erected thereon a substantial structure, began missionary work in that locality. This work was carried on with a good degree of success until the Hungarians preempted that

neighborhood, when it was changed from an English speaking mission to a Hungarian.

A large number of the members of the First Baptist Church, desirous of having a new organization, formed a Bible School March 17, 1872. A church consisting of ninety-three constituent members, eighty-two of whom were dismissed by letter from the First Baptist Church, was organized April 9, 1872, and recognized by a council of Baptist Churches May 9, 1872. Before the organization of the church, Deacon S. Van Wickle, of the First Church, donated a site, and members of the First Church contributed \$10,000 for a new building. A church edifice was built on Remsen Avenue, corner of Redmond Street, at a cost of \$37,000, and dedicated May 29, 1873. The first pastor was Rev. A. E. Waffle, who served from 1873 to 1880. His successor was Rev. W. H. H. Marsh, who after a pastorate of five years, was succeeded by Rev. M. V. McDuffie, who continued in charge of the congregation until 1895. It was during his pastorate that the old church building (now the Masonic Temple) was sold, and a new edifice erected on Livingston Avenue and Welton Street at an expenditure of \$49,500.



LIVINGSTON AVENUE
BAPTIST CHURCH

On June 10, 1894, the name of the church was legally changed to The Livingston Avenue Baptist Church, and the present building was dedicated on January 16, 1895, the dedicatory sermon being preached by the Rev. Dr. Robert Stuart MacArthur. In May, 1895, the fourth pastor of the church was called—Rev. C. A. Jenkins, and was succeeded in 1901 by the Rev. A. B. Sears. Rev. Paul Hayne began his work in New Brunswick in 1908.

The church throughout its history has been prosperous, aggressive, and profoundly missionary in spirit. It has sent out four colonies which have become thriving churches, viz.: The Livingston Avenue Baptist Church of New Brunswick, the George's Road Baptist Church, the South River Baptist Church, and the Highland Park Baptist Church.

The following is a list of the names of the pastors of the church:

James McLaughlin	September 21, 1816, to September, 1817
John Johnson	July, 1818, to August 1, 1819
Greenleaf S. Webb	April 21, 1821, to October, 1843
George R. Bliss	October, 1843, to April, 1849
Shobal S. Parker	April, 1850, to April 17, 1852
George Kempton	July 1, 1852, to May 31, 1857
Thomas R. Howlett	September 23, 1858, to September 24, 1859
Mortimer S. Riddell	October 25, 1860, to April 23, 1868
Henry F. Smith	April 1, 1869, to March 31, 1882
Henry C. Applegarth	February 1, 1883, to April 23, 1890
Matthew H. Pogson	October 18, 1891, to December 31, 1893
Linn E. Wheeler	August 1, 1894, to November 12, 1906
Edwin F. Garrett	November 18, 1906, to February 14, 1909
Newton A. Merritt	December 1, 1909, to May 1, 1916
Howard A. Bulson	September 10, 1916 to 1919
Linn E. Wheeler	1919 to 1921
J. Bruce Gillman	April 1, 1921—

EBENEZER COLORED BAPTIST CHURCH

A number of colored people in 1876 belonging to the First Baptist Church met and organized the Ebenezer Colored Baptist Church.



EBENEZER BAPTIST CHURCH

They worshiped in a brick building built for them by the First Baptist Church on Hale Street, near Lee Avenue, and is recorded as the third oldest Baptist Church among colored people in the State of New Jersey. It began with a building 43x14 in 1875. The following have been among its pastors: Rev. William Wallace, 1875-1880; Rev. A.

G. Young, 1882-1900; Rev. E. W. Roberts, 1900-1911; Rev. C. H. Parish, 1911-1914; Rev. D. Y. Campbell, 1914-1917; Rev. Elias Jackson, 1917-1921; Rev. J. W. Washington, 1921; six months; Rev. Charles C. Weathers, 1922—. During the administration of Mr. Weathers the present house of worship, with a seating capacity of 450, was erected.

CHRIST EPISCOPAL CHURCH

The Church of England early sent its missionaries into the colony of New Jersey. In 1701 "The Venerable Society for the Propagation of the Gospel in Foreign Parts" was formed, a missionary was sent to New Brunswick and Mr. Skinner, the first missionary to Perth Amboy, reports that a "church of stone has been erected."

Philip French (1745) presented the tract of land on which the church was built. Mr. Skinner's statement, "they have erected a church," was somewhat premature, as the records show that more than ten years later the church was still in the course of construction, and in 1773, the steeple was nearing completion. The land given by Mr. French is that on which the church now stands on the corner of Church and Neilson Streets. The size of the original structure, as reported by the Society, was fifty-



ORIGINAL CHRIST CHURCH BUILDING

five feet long, forty-five feet wide and twenty feet high. The first edifice followed closely the lines of the English parish churches which the builders had left behind; a "noble window of small panes of glass covered almost the entire east end." The building was of stone, and tradition has it that it was put together mainly by the hands of the faithful parishioners. The tower as originally constructed, remains a part of the present edifice, a monument of striking beauty, linking the present with the past.

The Society sent as its first stated missionary the Rev. Mr. Wood, characterized as "a gentleman, bred to physic and surgery," as well as theology. Mr. Wood's parish reached from Elizabethtown to Trenton, and his medical practice extended from New York to Philadelphia. He remained two years, and removed to Nova Scotia.

The Society "then thought proper to fix on the Rev. Samuel Seabury who arrived happily on the 25th of May, 1754, and was received with a most hearty welcome from the inhabitants."

Rev. Samuel Seabury was the son of Samuel Seabury, an Episcopalian clergyman, who had formerly been a Congregational minister. After graduation at Yale (1748), he went to Scotland and studied medicine, but turning his attention to theology, took orders in England, and became the Society's missionary at New Brunswick. From New Brunswick, he removed to Grace Church, Hempstead, Long Island (1752), thence to St. Peter's, West Chester, New York, (1766). At the breaking out of the Revolutionary War, he adhered to the Crown and became chaplain of the Royal forces. At the close of the conflict he went to England, bearing the recommendation of some of the clergy of New York and Connecticut, and was consecrated the first American Bishop of the Episcopal Church.

In 1757 Rev. Dr. McKean succeeded their late missionary, Rev. Samuel Seabury. Dr. McKean was a prominent figure in medical circles. He was active in organizing the New Jersey Medical Society, and was its first president. Upon the removal of Dr. McKean to Pennsylvania (1763), the mantle fell upon Hon. Edward Antill, a man of most exemplary life and singular piety.

In 1762, it was agreed to unite Piscataway to the mission at New Brunswick, and the Rev. Leonard Cutting was appointed to the mission.

In 1774 Dr. Beach wrote the Society "how heartful are the American disputes to the clergy;" he assures the Society "that he has endeavored to promote moderation, peace and good order." Then came the storm cloud of the Revolution. The parish was rent asunder, and received a baptism of blood and fire. Mr. Beach has been characterized as "mildly loyal," and as "neutral" he deplored the political agitation which preceded the struggle as "hurtful to the church and to the clergy." He strove "to promote moderation, peace and good order." He "hoped at all times to preserve a conscience void of offense toward God and man."

At the inception of the struggle, the congregation at once divided; the Loyalists fled to the British lines; the Patriots, in fair numbers

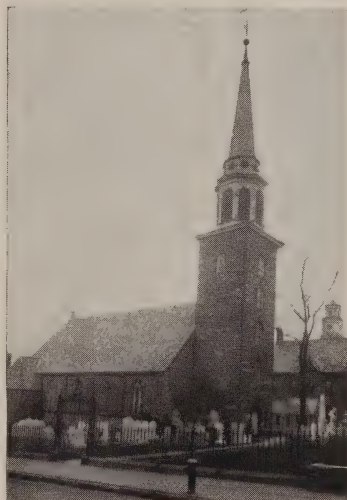
and of sturdy mien, remained until the British army took possession of New Brunswick. The Church of England and its adherents in this crisis were under the ban. Christ Church has the unique record of being open during the whole of the struggle. Mr. Beach's records show a fairly continuous regularity in church services even in times when shot and shell broke over the steeple.

With a record of seventeen years as minister of Christ Church, and twenty-five years in Trinity Parish in New York, he retired to his household at New Brunswick, where he died in 1828. He was buried in Christ Church yard, and a marble tablet to his memory adorns the walls of the edifice.

Hamilton Rowland was elected rector of the parish in 1786; he removed to Nova Scotia at the end of one year; from the time of Mr. Rowland's removal (1787), the church was without a rector until 1791, when the Rev. Henry Van Dyke was chosen minister of the parish; he served until 1793 or 1794.

The parish was again vacant until 1799, when the Rev. John Henry Hobart, then a student at Princeton, was "invited to perform divine service for the congregation for one year," and "the sum of \$266.67 was allowed for such services."

The minutes of the wardens and vestrymen beginning with 1790 have been preserved. These records are filled with references to the "Church Lottery." This calls to mind the fact that in Colonial days lotteries were the financial fashion, and considered as legitimate as is today the market of authorized financial securities. Colleges, churches, societies and individuals floated lotteries under government license. At least three were drawn for Christ Church, and there is no record that any of them were markedly successful from a financial point of view. The records of the settlement of the last one, issued about 1790, was disastrous. The church was defrauded of money collected by some of its agents, quarrels and lawsuits ensued. Much harm was done with little or no good. In 1800, Mr. Charles Cotton was engaged to take charge of the parish, and remained one year.



CHRIST CHURCH
Neilson and Church Streets

A most auspicious era of the parish history begins with the record of the warden and vestrymen of March, 1801: "Resolved and agreed unanimously that the Rev. John Croes be invited to accept the permanent rectorship of this Church at a salary of \$375 per annum." This call was made in conjunction with the trustees of Queens (Rutgers) College, who desired his services as headmaster of the Grammar School.

Mr. Croes' rectorship was long and eventful. His was the task of reconstruction of a parish which had been scattered and rent by war and by frequent change of ministers since the departure of Mr. Beach. He organized the congregation and established sound systems of

finance; the latter included the sale of pews at auction. He inaugurated a Missionary Society and opened a Sunday School. He overcame the long existing prejudice against the "English" Church and made it a center of religious life in the community.

During Bishop Croes' rectorship a Sunday School building was erected on the west side of the church lot. Following the lead of such parishes as Trinity, the church erected buildings on the Church Street side of its property and rented them for business purposes. The venture was only moderately successful and later they were torn down.

In 1830, he asked that his son John Croes, Jr., be appointed assistant in the parish, and to

this the vestry acceded. Bishop Croes entered into rest July 30, 1832. He was buried under the chancel of the church wall. His son, Rev. John Croes, Jr., succeeded him as rector. This position he held until 1839.

The year 1839 marks the beginning of a long and successful rectorship of the Rev. Alfred Stubbs, who while still a deacon came into the parish almost directly from the General Theological Seminary. The following year he was elevated to the priesthood by Bishop Doane, and instituted to the rectorship of the parish.



REV. E. B. JOYCE

Each year marked material progress, there were additions to the church property, new furnishings and adornments for the church. In 1842, Mr. Charles Leup presented a new organ, and in 1846 a rectory was purchased at 100 Bayard Street, and the same year a plot of ground next to that of the original tract, known as the "Vickers property," was bequeathed to the parish by Mrs. Mary Leup. In 1852, the entire church edifice, with the exception of the tower, was taken down and rebuilt. In rebuilding the edifice, all of the stone of the first structure was utilized, together with a fresh supply taken from the original quarry. Dr. Stubbs entered into rest, December 12, 1882. He was buried in a spot selected by himself at the foot of the tower.

The Rev. E. B. Joyce came to Christ Church Parish while yet in deacon's orders, as assistant in 1882; at the death of Dr. Stubbs he was called to the rectorship (1883).

The Rev. Herbert Parrish, who had supplied the pulpit during Mr. Joyce's illness, was called to the rectorship May 1, 1915, and under his guidance the parish retained its traditions of progress and vigor which has marked its entire history.

Dr. Parrish resigned and Rev. W. H. Stowe became pastor in October, 1929.

ST. JOHN THE EVANGELIST

A movement was started in 1852 among the congregation of Christ Church to establish another parish in New Brunswick. The mother church was too small to accommodate its congregation, and was not strong enough in finances or numbers to bear the expense of erecting a church edifice in another section of the city. It was at this time decided to build an addition to the church and establish another parish later. Other obstacles interposed; it was not, however, until 1860, under the rectorship of the Rev. Alfred Stubbs, that money was raised for the building of a mission chapel on the present site of St. John the Evangelist. The cornerstone was laid November 28, 1860, and the new chapel was consecrated December 27, 1861, when Rev. Louis B. Van Dyke was chosen by the vestry to officiate as deacon in charge. He was succeeded in 1864 by Alfred B. Baker as assistant in charge.

St. John's drew away from Christ Church and was organized as an independent parish, April 25, 1866. The Rev. Edward B. Boggs became the first pastor of the new parish. He was succeeded in 1869 by Rev. Charles Edward Phelps. The church building comprised only

one room ; in 1885 the edifice was considerably enlarged and beautified by the addition of a tower, transept and parish room, these alterations costing over \$10,000.

Rev. Charles E. Phelps resigned in 1898 and was appointed rector emeritus. The Rev. W. Dutton Dale, after acting as assistant minister for one year, was elected rector, assuming the duties of the incumbency on Easter Day, 1898. He resigned March 31, 1909, to



ST. JOHN THE EVANGELIST

accept a call to Rumsen, New Jersey, and Rev. Edward Wheeler Hall, was called by the congregation and was installed as rector in July 1909. An addition to the rear of the church building was built in 1909 at an expenditure of \$3,000. Upon the death of Mr. Hall Rev. J. Merwin Pettit was called to the pastorate.

THE CATHOLIC CHURCH IN NEW BRUNSWICK

The history of the Catholic Church in New Brunswick is interesting, for it mirrors the distrust and intolerance with which Catholics were regarded in the early days of its settlement, just as its later history evidences the wonderful advance that has been made by the Church, as well as the broadening trend of men as represented in our present day union of the pastors of all denominations in one body for the advancement of a common brotherhood.

The exact date of the arrival of the first Catholics in this section of the State is not known, that they were here before the Revolution

is certain, and that they were people of influence is attested by the fact that one of their number—James Phelan—was cashier of the Bank of New Brunswick in 1811.

The question is often asked as to when the Catholics settled in New Jersey and why their progress was so slow. The answer would take



CHURCH OF STS. PETER AND PAUL

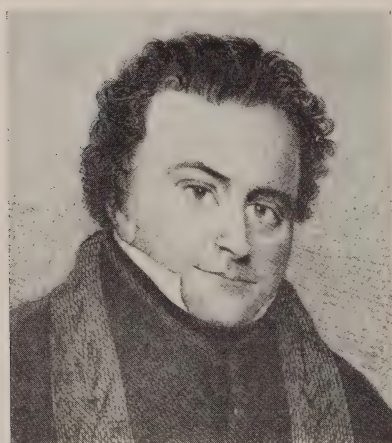
one back into the history of the European countries and their attitude in relation to the freedom given the adherents of the Catholic faith. While the Dutch were in power in New York and vicinity no laws adverse to Catholics were enacted. Later on the drastic laws enacted in New York were practically duplicated in New Jersey.

The law of 1698, declaring that the rights and privileges of his Majesty's subjects in East Jersey, directed "that no person or persons

that profess faith in God by Jesus Christ, His only Son, shall at any time be molested, punished, or be called in question for difference in religious opinion, etc., provided this shall not extend to any of the Romish religion the right to exercise their manner of worship contrary to the laws and statutes of England."

Matters remained the same in New Jersey until British rule was ended by the Revolution.

The Catholics in New Jersey at this period were French and German, with a small number of Irish. Between the years 1805 and 1813 a prominent Catholic settlement was made in New Brunswick. A few



REV. JOHN POWER

years later a large colony arrived from the North of Ireland. Among the names of those settlers were Hagerty, DeVinne, Murphy, Butler, McDede, McShane, McGrady, McCologue, Gillen, Kelly, Phelan, Hansen, Costigan, Campbell and Brophy families and their descendants are now numbered among our influential and prosperous citizens.

There was no church, and the difficulty of transportation to New York or any other large town rendered it impossible to secure even an occasional visit from a priest. The first of

whom there is any account is said to be a Father McDonough, who stopped on his way from New York to Philadelphia. This was in 1820. The priest spent the night with Mr. Butler and preached to the Catholics who gathered there that evening.

In 1825 came the Rev. John Power from old St. Peter's, New York, and to him fell the honor of celebrating the first mass in New Brunswick, at the house of Terrence Rice on upper Albany Street. The first baptism is said to have been administered in that year to Sarah Butler; the first recorded baptism is that of Peter O'Brien, born September 8, 1829, and baptized the following day. The parents were William O'Brien and Mary Graham, and the sponsors were Daniel McShane and Elizabeth Butler. On the same day Mary Ellen Campbell and Elizabeth Heney were baptized. The first recorded marriage is that of Dennis Dougherty to Nancy McGrady. It was performed

on October 17, 1829, by Rev. J. A. Schneller, and witnessed by John Harkins and Mary Butler. There is preserved in the rectory of St. Peter's Church a very complete record of the deaths, baptisms and marriages from 1829.

New Brunswick was a mission station in those days and the priests were sent out from St. Peter's in Barclay Street, New York. In 1829 Father Schneller came to fill the place of Dr. Power once a month. He suggested the building of a church, and the few members of the faith in the city took up the work. The total population of the city in 1830 was 4,993. The big problem was how to get the money to pay for a lot to build on. Father Schneller had a friend in New York in the person of a Mr. Springer from whom he borrowed six hundred dollars.

This money was intrusted to Robert Butler, who purchased from Rev. Jacob Edmonds the plot of ground directly opposite the Bayard Street School. The sale was made in the name of Butler, who transferred it to the church,

which caused great excitement and objection on the part of those opposed to the building of a Catholic Church in New Brunswick. Nevertheless the church was constructed. The corner-stone was laid by the Very Rev. Felix Varela, V.G. The structure was a plain unpretentious one of brick unadorned in any part with paint. It was blessed by Father Schneller, Sunday, December 18, 1831. Father Schneller came once a month and said mass until 1833. His place was filled afterward by Bishop O'Reilly, who went down with the steamer "Pacific," September 23, 1855. Rev. Joseph Schneller was an Austrian by birth, and ordained in New York, December 24, 1827, by Bishop Dubois. He died September 18, 1862. Very Rev. John Power was Vicar-general of the See of New York from February 5, 1825, until October 29, 1826. In 1833 Rev. Bernard McArdle



CAPT. WILLIAM H. BOYLAN

became the first resident priest in New Brunswick, where he remained until 1839, when he was transferred to Paterson. He was born in the county of Monogham, Ireland, in 1779, and died at Belleville, N. J., August 30, 1840.

In 1835 the tornado which visited New Brunswick tore away the back of the church. The open space was closed up with boards, and so remained until 1847.

For some time the church was without a resident priest, but Rev. Yldephonsus Madrano, a Spaniard, and the Rev. Patrick Donahue



CONVENT

ST. PETER'S CHURCH

RECTORY

came every two weeks, and said mass and ministered to the faithful.

In 1842, Father McGuire, who took up his residence with Mr. William Boylan, remained until 1846, saying mass in the little brick church.

Father McGuire found it necessary to extend his labors to the neighboring settlements. In August, 1843, he reported the number of Catholics in New Brunswick as two hundred and fifty, and at Princeton sixty. In 1846 he was transferred to Brooklyn. He died October 25, 1872. About this time things were not running along as smoothly as they should, with the result that the church was sold under foreclosure and bought in for the congregation for six hundred dollars.

Meantime, mass was said at the home of William Boylan by visiting priests. The church was known as the Church of Sts. Peter and Paul.

In 1845 Bishop Hughes sent Rev. John Rogers to take charge of the small but growing flock. How faithfully he discharged the heavy task imposed upon him cannot be told in print. Suffice to say, that he lifted the debt by extraordinary work, and reopened the church. In 1847 he had the church enlarged. In 1854 he had it enlarged again, and put in a gallery, and an organ which was presided over by Miss Fanny Ward, while Miss Ann Nugent led the singing.

The building of the canal, the railroad, the railroad bridge, and the location of several factories in New Brunswick brought an increase of population who were principally Irish Catholics, so that with those already here and those arriving it became necessary to seek for much larger quarters, and it was decided to build a church that would be a credit to the Catholics of the city. According to the records preserved, the excavations for the new church were made in 1854, but it was not until eleven years after, in 1865, that this edifice was entirely finished, though for years previous the basement was used for services.

The following statement of the cost of St. Peter's Church is taken from the report of Dr. Morrogh, treasurer for the years 1862-65, inclusive, which reads:

The following are the sums expended on the new church which was completed about the end of the year 1865.

Lot	\$1,650.00
Work and labor	25,635.58
Stone	8,302.36
Lumber	1,668.73
Other materials	4,496.68
Work and materials embraced in D. Dunn's contract	9,022.25
Painting and glazing	850.91
Slating and tinning	1,426.33
Stained glass	2,700.00
Altar	1,996.58
Iron columns	220.00
Furnaces	664.17
Gas fixtures	999.65
Contract for stone steps	1,295.00
Architect	1,325.00
Sundries	14.00
Total cost	\$62,267.24

But while we may praise the virtues and good works of those who founded the Catholic colony in New Brunswick, we must remember that to succeed it was necessary to have a strong hand at the helm to

direct and guide, and we find that exercised in a firm, yet gentle manner, by the founder of St. Peter's, Rev. John Rogers. It was to him above all others that the hard work of building the parish fell. He came to New Brunswick when the county was sparsely settled, his parishioners poor and miles apart, but despite many difficulties he lived to see his church finished, and when he died, July 10, 1887, at the age of 79 years, not only the Catholics, but the city at large, mourned for him.

In 1867 Rev. Miles C. Duggan came to St. Peter's as assistant to Father Rogers, and during his stay he did much to improve the parish.



REV. JOHN ROGERS

It was he who introduced the Sisters of Charity. He established St. Peter's Hospital, which he placed in charge of the physicians of the city, throwing open its doors to the sick and injured without regard to race, creed, color or nativity. The hospital closed some years later for want of financial support. Father Duggan placed the two windows in the Sanctuary, hung the chime of bells, which were rung for the first time on July 4, 1870. It was he who bought the present rectory and built the Sisters' house.

After Father Duggan came Rev. Patrick Downs. He worked with great energy, and bought back the Hoyt building, which was disposed of some years before by Father Duggan. He sold the old church on Bayard Street, and on November 15, 1875, the work of tearing down the old church—the cradle of catholicity in Middlesex County—was begun. Father Downs died in 1888.

Monsignor John A. O'Grady was born at Montague, Sussex County, N. J., on July 3, 1849. A short time after his birth his parents moved to Dover.

He attended the schools of the district, and at the age of sixteen, feeling that he had been called to the priesthood, entered St. Charles College, at Ellicott City, Md. On finishing the course there he entered Seton Hall College, South Orange, to take up the study of theology and philosophy. He was ordained May 30, 1874, and ap-

pointed private secretary to Bishop M. A. Corrigan, then of the diocese of Newark, and who later became Archbishop. He had displayed such proficiency in philosophy while a student that the bishop at the time of his ordination offered him a professorship in Seton Hall in that study. He accepted the chair, but later, feeling that active ministerial work would be more congenial, he resigned. The bishop accepted his resignation and he was sent to St. Patrick's Cathedral, Newark, and two years afterwards to St. Peter's Church, New Brunswick, as curate to Rev. Father Rogers. Two years later he was sent to Boonton, to become rector of the church at that place. In 1881 he was returned to St. Peter's Church as its acting pastor, as advancing age had made it possible for Father Rogers to take only the most nominal supervision of the affairs of the church.

The task that awaited him in his new field of labor might well have daunted even an older and more experienced priest. The church was encumbered with a debt of \$96,000, and the prospects of reducing the burden that weighed so heavily on the parish, were by no means promising. The young pastor, however, set about his work with confidence and earnestness and soon had the



DR. CLIFFORD T. MORROGH
Treasurer at building of new church

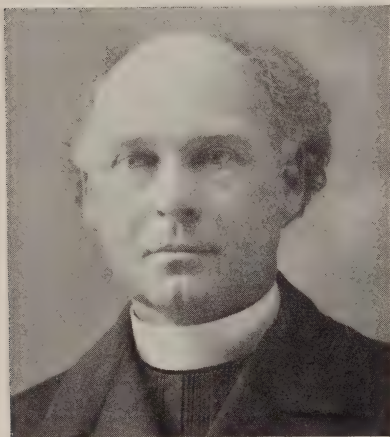
gratification of seeing his people rally to his support. While at St. Peter's he not only paid off the debt that confronted him upon his arrival, but also expended thousands of dollars in useful and necessary improvements to the church property. Among the many things that he did for the parish may be mentioned the purchase of a new organ, the redecorating and refurnishing of the church, the building of a new Sacristy, the enlargement of the Rectory and the Sisters' house, the purchase of more ground for the cemetery, the acquirement of the Rogers property, which later he sold and purchased the Russell property upon which he built St. Peter's Hospital, the building of Columbia Hall and school.

On January 21, 1912, Monsignor O'Grady announced that St. Peter's Church was free from debt. The old and new debts from

1881 to December 31, 1911, amounted to \$275,640, and the interest on the debt was \$71,139, the debt and interest together amounting to \$346,779. The total amount of receipts and disbursements during this period was \$650,206. At the close of the year 1911 a donation of \$3,017.37 was made to balance up the full indebtedness and the donor was none other than the beloved Monsignor, who, without ever making a mention of the fact, gave it out of his meagre means.

Monsignor O'Grady died on January 15, 1919, and in his death New Brunswick lost its first and most illustrious citizen.

One of the most notable events in the life of Monsignor O'Grady



REV. JOHN A. O'GRADY, D.D., LITT.D.

was the silver jubilee celebration held in honor of the twenty-fifth anniversary of his ordination. It was arranged by the members of his parish, and the citizens of New Brunswick joined so heartily in the event that it was made one of the memorable occasions in the history of the city. It was inaugurated with a jubilee carnival held in the new parochial school on Monday evening, May 29, 1899, in which hundreds of children took part. On Tuesday morning following a jubilee mass, with a notable gathering of church dignitaries, was celebrated

in St. Peter's Church. The celebration closed with a banquet on Wednesday evening, May 31, which was attended by the leading officials, professional and business men of the town. Dr. W. W. Knox, pastor of the Presbyterian Church, was toastmaster.

The degree of Doctor of Letters was conferred upon him by Rutgers University, at which institution he established a prize in extempore speaking.

Upon the death of Monsignor O'Grady, the duties of directing the destinies of St. Peter's fell upon one of New Brunswick's native sons, Rev. John W. Norris.

Born in New Brunswick, September 16, 1867, Monsignor Norris was educated in St. Peter's School, later entering St. Charles College, of Maryland, at the age of 16 years. After attending St. Charles College for five years, he entered Seton Hall College, graduating in

1890. It was then that he took up his theological studies at St. Mary's Seminary, Maryland.

Monsignor Norris was ordained into the priesthood at St. John's Church, Lambertville, by the Rt. Rev. Bishop Michael J. O'Farrell, of the Trenton Diocese, June 23, 1893. His first appointment was at St. Peter's Church, New Brunswick. The same year he was sent to Trenton as a curate at the Sacred Heart Church.

In 1895 he was appointed pastor of St. Anne's Church, at Hampton Junction. Late that year he was sent to Rome to study canon law. He received his degree of Doctor of Canon Law in 1897, and returned to the Diocese of Trenton. He was then made head of St. Michael's Union, organized for the care of orphaned children.

Upon the death of the Rev. John McClusky, who was chancellor of the Trenton Diocese, Monsignor Norris was made his successor. After serving as chancellor until 1903, he was sent to Deal, near Asbury Park, where he erected a spacious church and built up a flourishing parish.

He was called back to New Brunswick on March 23, 1919, to succeed Monsignor O'Grady as pastor of St. Peter's Church. The following year the Rt. Rev. Thomas J. Walsh, then Bishop of the Trenton Diocese, recommended Father Norris to Pope Benedict XV to appoint him as a monsignor. He was named a short time later.

Monsignor Norris held many important offices in the Trenton Diocese. At the time of his death, May 8, 1928, he was a Diocesan Consultor, which position he had held for many years. He was Moderator of the Diocesan Conference and was dean of the Catholic clergy of this section of the State, and a member of the Diocesan Matrimonial Court. Also managing director of St. Peter's General Hospital.

When Bishop McFaul died one of the most prominent mentioned



JOHN W. NORRIS, D.D., LL.D., D.C.L.

for the appointment of Bishop of the Trenton Diocese was Monsignor Norris.

When a vacancy occurred in the office of Bishop of Newark Diocese, through the death of Bishop O'Connor, the name of Monsignor Norris was again advanced, but his health was such that it made his appointment practically impossible.

One of the outstanding accomplishments of Monsignor Norris after coming to New Brunswick was the raising of \$300,000 in the State for the establishment of Mt. St. Mary, an institution at Plainfield for the education of Catholic girls.

The big job undertaken by Monsignor Norris, and which he failed to live to see consummated, was the erection of a new hospital to replace St. Peter's on Somerset Street. He took a keen interest in St. Peter's Hospital, and it was his fond hope to give to New Brunswick and vicinity a hospital that would be able to relieve the pain and suffering of the sick.

For more than three years he labored for the new hospital, and on the eve of the completion of the building he was called by death. St. Peter's Hospital was established by Monsignor O'Grady, and it was one of his life's ambitions to erect the new hospital to the memory of its founder.

In the nine years that Monsignor Norris had been pastor of St. Peter's Church many notable changes and improvements were wrought. The church was redecorated and many other improvements were made to the interior and exterior.

The rectory was completely remodeled and additional property was acquired for the convent, and the Sisters of Charity were provided with more comfortable quarters.

The educational facilities at St. Peter's School were improved, and believing that the boys and men of the parish should have a club where they could congregate, he erected St. Peter's Lyceum, which adjoins the rectory.

The death of Monsignor Norris was a severe loss to St. Peter's Church, particularly at a time when the construction of the new hospital needed the personal supervision of one perfectly acquainted with the details of its construction.

The funeral of Monsignor Norris was the most notable ever held in New Brunswick.

Rev. Peter J. Hart, of Trenton, was appointed pastor in 1928. Under his direction the new St. Peter's Hospital was finished. He was raised to the office of Monsignor in 1929.

The early Catholics were buried in Christ churchyard, just back of the church at Neilson and Church Streets, and the stones marking their graves bear the names and birthplace of those who established the Catholic Church in New Brunswick.

ST, JOHN THE BAPTIST CHURCH

James Roosevelt Bayley, the first Rt. Rev. Bishop of Newark, sent Rev. Gregory J. Misdziol in 1865 to organize a German parish in New Brunswick. Rev. Misdziol was born in Budkowitz, Diocese of Breslau, Silesia, Poland, and after study at St. Vincent College, Beatty, Pa., and Seton Hall Seminary, Orange, N. J., he was ordained June 22, 1865.

On coming to New Brunswick his first act was to call a meeting of the German Catholics, November 8, 1865. He formed a committee to collect funds for a church. The committee consisted of George Henry, president; George Deinzer, treasurer; Frank Newberger, secretary; George Pfister (Feaster), John Walter, Henry Pfister and Maximilian Martin. They purchased the present property on Neilson Street, and in 1866 began the building of the church.

Among the families at that time, besides the above mentioned committee, we find the names of John Hart, Wendelin Jerome, Martin Klein, Frank Klein, John Pfister, John Oberhuber, John Nieser, Andrew Knaus, John Walters, John Zimmermann, Frank Erhard (Erath), John Funk, Sr., Henry Funk, Sr., Henry Funk, Jr., John Funk, John Fischer, Nicolas Bornheimer, John Niedlinger, Joseph Crenner, Joseph Ludwig, M. Shork, J. Neumayer, George Schmidt, Sr., (Smith), Aloysius Allgeier, Mathias Allgeier, Mathias Hart, William Warner, William Meserole, Peter Schaaf, William Sansberger (Sansberry), George Schmidt, Jr., Roman Schmidt,



REV. GREGORY J. MISDZIOL
First Pastor and Founder

(Smith), John Schmidt, Felix Faust, John Engels, Francis Petri, Aegidius Schwendemann, John Bornheimer, Henry Acker, Andrew Acker, Fred Mildenberger. These and other Germans, assisted by a few Irish friends, who afterwards joined the new congregation, helped to excavate and build the walls of the church.

Quite a few Irish names are found in the early records of the church, during the first decades. Irish people of the vicinity joined

the church, and their children were baptized, received their first communion and were married here. Thus we find Father Misdziol recognizing their support by appointing Mr. Jeremiah Coleman to act as a trustee for the year 1871. For the same year Mr. James Hagerty and Mr. Francis Cahill were appointed as collectors.

In January, 1871, Father Misdziol was transferred to Stony Hill, N. J. Rev. Peter Paul Niederhauser came to New Brunswick as second pastor of St. John's in January, 1871. Unfortunately his health was not robust. His pastorate was a short one. Having gone to Europe

for a change of climate, he returned only to be taken violently ill shortly after his arrival. He died at Newark, August 16, 1873. His remains rest in St. Peter's Cemetery, New Brunswick.

Rev. Henry Theodore Martens was appointed to take charge of St. John's Parish in August, 1873, remaining until his death in June, 1889, giving fifteen years of his life to the service of the people of St. John's.

During Father Martens' term as pastor, parishioners came from homes, miles distant, to attend mass on Sundays. Thus we have the names of Schmidt, Newmayer, Miller, Allgeier, Hart, Funk, as coming from South River and Sayreville. The names of Fischer, Walters, Warnsdorfer, Klein, Crenner, and Funk, from Milltown. Even from Fresh Pond, Franklin Park, Spotswood, Perth Amboy,



REV. PETER PAUL NIEDERHAUSER

and other Middlesex County communities German Catholics came, to receive the ministration of the priest of St. John's.

What the people of St. John's parish had accomplished, from the time of their founding in 1865 until Father Martens' death, almost twenty-five years later, was a remarkable achievement. When Bishop Bayley gave them their first pastor, there were but thirty families. On January 1, 1890, twenty-five years later, the parish numbered almost 500 adults and 217 children.

Rev. Henry Bruns was placed in charge of the parish in June, 1889. He remained until the beginning of spring, 1890. This was a sad period for the parish. The Rt. Rev. Bishop had no German priest to send to the people as their pastor, and the church was closed from March to the latter part of May, 1890, when Rev. B. Fresenborg was appointed.

On April 20, 1896, Rt. Rev. James A. McFaul, D.D., Bishop of Trenton, sent the Rev. Joseph Keuper to take charge of St. John's Church. During his pastorate many improvements were made. Father Keuper left St. John's in January, 1914, for Riverside, N. J., where he erected a fine modern rectory, and laid plans for a school but, after continued ill health, death put an end to his active life on April 16, 1919.

Rev. Linus Aloysius Schwarze came on January 15, 1914, and remained until 1930, when he was succeeded by . . .

The first records of baptisms and marriages of the early German Catholics note that they were administered by Father Rogers. There is a record of the baptism of Catherine, daughter of John and Catherine Hart on July 4, 1847.

From 1847 until 1861 Father Rogers baptized at least 94 German infants. The last record is that of Mary, a daughter of Andrew and Barbara Acker, December 1, 1861. These early baptisms all took place either in the old SS. Peter and Paul Church, on Bayard



REV. H. THEODORE MARTENS

Street, or in the basement of St. Peter's Church, Somerset Street. Later in 1865, St. Peter's Church was completed, and it was then that the German families decided to put into execution their long conceived plan of building a church of their own.

From 1860 to 1864 Father Joachim Heumann and Father Peter Paul Niederhauser had been assisting Father Rogers successively, in looking after the interests of the German people. Rev. Heumann

served as assistant a few months. Rev. Niederhauser remained until 1864.

Father Heumann reports the marriage of George Pfister (Feaster) and Elizabeth Bornheimer. This is the first marriage record in the books at St. John's Church.

Among others is the record noted of the marriage of Maximilian Bayerle and Susanna Mark, Rev. Peter Paul Niederhauser officiating, October 16, 1864. Witnesses, John Hard (Hart) and Bernard Mark.

The first dated marriage at which Rev. Gregory Misdziol officiated as pastor was

that of Martin Klein and Maria Grolling, February 13, 1866. Franz and Catherine Klein were the witnesses. The first marriage to take place in St. John's Church, Neilson Street, was that of Francis Newberger and Cunigunda Krumm, April 28, 1867. The first German infant baptized was William Frank, son of Frank and Mary Erhard (Erath), born February 18, 1867, and baptized February 24, 1867, by Rev. Gregory Misdziol. The first funeral from the new church was that of William Oberhuber in 1868.

SACRED HEART PARISH

In 1883 Rt. Rev. Bishop O'Farrell decided to establish a second English parish in New Brunswick. The parish of the Sacred Heart, consisting principally of the First and Second Wards, was the result.

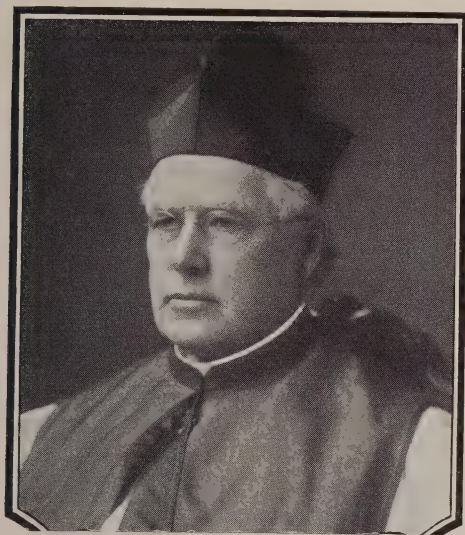


REV. JOSEPH KEUPER

The first parochial meeting for the establishment of this new parish was held on August 15, 1883, in the basement of St. Peter's Church, Bishop O'Farrell presiding and about seventy heads of family present. Parish lines were given, plans for a new church discussed and the site selected by Rev. Dean O'Grady, and Rev. Dean Mulligan was appointed first resident pastor. Father Mulligan began at once his work and so rapid was his progress that on October 14, 1883,

Bishop Farrell placed the cornerstone in position. December of the same year saw the basement finished with the temporary roof placed over it, so that mass was said in it for the first time on Christmas day. The church was dedicated and opened for services in 1886 by the Rt. Rev. Bishop, who spoke of the generosity of the people which had been so beautifully displayed towards the new pastor and his undertakings.

Messrs. James Hart and James Hurley were appointed as the first lay trustees of the church corporation.



RT. REV. B. J. MULLIGAN

In July, 1886, the small house in which the priest lived on Throop Avenue was moved to Suydam Street to serve temporarily as a rectory and eventually as a convent for the sisters. Plans were made for a new rectory, which was completed by the beginning of September, 1887, when an event of great importance in the history of the growing parish took place, namely, the opening of the school and the advent of the Sisters of Charity. Class rooms were set up in the basement of the church and in one of the sacristies and the school was begun in the fall of this same year, Sisters Geraldine, Jane Frances and Margaret and Miss Jane Fox being the first teachers. Two hundred and twenty children were present. A parochial school building at once became a necessity. During the summer of 1889 the old Catholic Cemetery was purchased from St. Peter's Church for the sum of \$200.00. Plans were immediately drawn for the erection of a

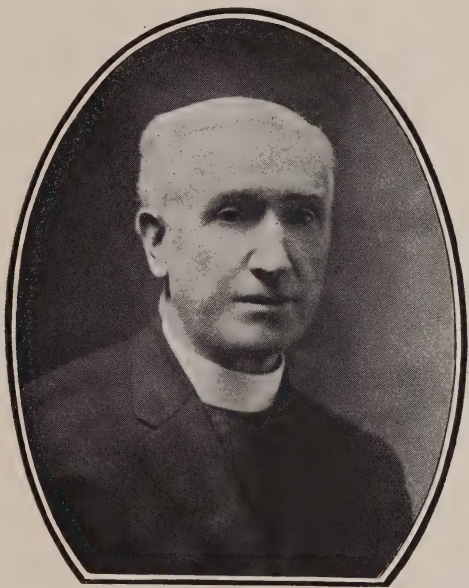


CHURCH OF THE SACRED HEART

brick school. This new building, consisting of four classrooms, was blessed and opened the following year.

In October, 1895, Father Mulligan was appointed to the larger parish of the Immaculate Conception, Camden, and his departure was deeply regretted by the people of New Brunswick, whose sorrow was lessened when they found that the Bishop was sending them another great pastor who would continue the good work, the Rev. James F. Devine, pastor of St. James' Parish, Woodbridge.

Father Devine completed the church by adding a tower, decorated and beautified the interior by many fine oil paintings. These paintings, together with the beautiful and unique Stations of the Cross, sanctuary lamp and the angels and candelabra in the sanctuary, the holy water fonts, all being gifts of individuals or families in the parish. Father Devine also installed a new organ, erected the present beautiful convent for the Sisters of Charity, added the stone steps to the front of the church and increased the



REV. JAMES F. DEVINE

holdings of the parish by the purchase of four lots on Commercial Avenue facing the school.

After devoting the best years of his priestly life to the Sacred Heart parish, rich in good works, the saintly and kindly priest, beloved by all whose privilege it was to know him, passed suddenly to his eternal reward, June 9, 1918.

On October 4, 1918, the Rev. Joseph A. Ryan, pastor of the church in Millville, was appointed to succeed Father Devine. The same progress which had characterized the earlier years was continued during the pastorate of Father Ryan. The rectory was remodeled and a large and beautiful porch erected. A wall was built around the old cemetery, the lots on Commercial Avenue filled in and made into a playground for the children and the value of the church property

was still further increased by the purchase of the house adjoining the rectory on Throop Avenue and three dwelling houses on Townsend Street, thus giving to the church almost an entire city block.

The Sacred Heart Parish, a child of St. Peter's, became in turn a mother church when Milltown was added as a mission. For some years mass was said in one of the local halls through the kindness of J. Hauvette Michelin. Father Ryan was authorized by Rt. Rev.



REV. JOSEPH A. RYAN

Bishop Walsh to secure a site for the church, school, rectory and convent. Mr. Michelin made an offer of \$15,000 to the building fund provided the people would give a like amount. In June, 1921, this amount was raised and on October 30, 1921, the cornerstone of the present beautiful church of Our Lady of Lourdes at Milltown was laid by the Rt. Rev. Thomas J. Walsh. The church, which cost \$40,000, is one of the finest and most beautiful mission churches in the diocese. This mission church made it necessary for an assistant priest to be appointed to the Sacred

Heart Parish and during the past years the following priests have acted as assistants: The Rev. Fathers John M. Garaix, John A. Kucker, Thomas A. Gribbin, Frederick Halloran, Michael J. Gallagher, Thomas F. Maher, and Jeremiah J. Sullivan.

This work accomplished, Father Ryan next turned his attention to gathering funds for the erection of a new parochial school. To this end plans were made and on the 15th day of December, 1925, a resolution was passed by the board of trustees and approved by the Rt. Rev. Bishop that a new school should be erected to cost \$250,000. Work was begun on this new project at once. After the foundation was completed Father Ryan was promoted to St. Mary's Parish, Perth Amboy, on the death of Monsignor William P. Cantwell.

Father Ryan was succeeded by the Rev. John J. West, who came on May 29, 1926, from the Orphanage at Hopewell, where he had been chaplain and pastor for seven years.

On January 11, 1927, the old school was abandoned and the new building was opened for school work, marking a new chapter in the history of the Sacred Heart Parish.

ST. JOSEPH'S POLISH ROMAN CATHOLIC

The first Polish settlers came to New Brunswick in 1888. From that year until 1906 the Polish Catholics attended divine services at St. John's German Catholic Church on Neilson Street where Polish clergymen came with clerical and spiritual aid. In the year 1906, through the courtesy of Rt. Rev. Msgr. O'Grady, they were permitted to exercise their devotion in native tongue at St. Peter's Church on Somerset Street where, until Easter, 1925, the following clergymen officiated: 1906-1908 Rt. Rev. A. Strenski; 1908-1910 Rev. John Pawlowski; 1910-1912 Rev. Peter Wiczorek, Rev. J. Kromolicki and Rev. B. Calewski; and in 1913 Rev. P. Wiczorek again returned to New Brunswick, and officiated until 1915,

In June, 1924, Rev. John A. Scheja was appointed pastor, who, immediately after arriving, occupied himself energetically with his parishioners in the building of a church. The festivity of blessing the ground was held September 7, 1924, after which the building of the church was started in which the first divine service was held on Easter Sunday, 1925.

OTHER CATHOLIC CHURCHES

Owing to the large and increasing number of Hungarians of the Roman Catholic faith becoming residents of the city, the St. Ladislaus Hungarian Roman Catholic Church was established in 1904. The church is located on Somerset Street, with a handsome rectory adjoining, and the Rev. Father John N. Szeneczey was its first pastor.

The St. Mary of Mt. Virgin Roman Catholic Church was organized in 1905, and a church was built for the accommodation of the Italian Roman Catholics of the city.

The St. Joseph's Greek Catholic Hungarian Church was organized in 1915.

ST. PAUL'S

In 1910 the Catholics of Highland Park started a movement for a church, during the next two years the idea become more general as the number of Catholics grew, and in 1912 a meeting was called by the Rt. Rev. Monsignor O'Grady at the home of Mr. and Mrs. Armand P. Daire when it was decided to build a chapel in the Park.



ST. PAUL'S CHURCH

Under the general direction of Monsignor O'Grady committees were appointed to select the site and to secure the necessary funds. In due time the site at the corner of Raritan and Sixth Avenues was purchased and the building began.

On July 4, 1913, the corner-stone of the chapel was laid and a year later dedicated by the Rt. Rev. James A. McFaul. The number of communicants was hardly enough to fill the chapel at one mass.

The assistant priests from St. Peter's attended to the spiritual wants of the parishioners of St. Paul's Chapel, and on September 5, 1916, Rev. Frank J. Quinn was appointed by the Rt. Rev. Bishop McFaul to be the pastor. Under his leadership the congregation took a tremendous leap forward in the work of the parish. St. Paul's Chapel then became St. Paul's Church—no longer a part of St. Peter's. In 1929 Rev. John J. Wall was made assistant pastor.

Since 1916 much progress has been made, a school under the supervision of the Franciscan sisters was established at a cost of \$150,000, a rectory and additional ground purchased.

HEBREW CONGREGATIONS

As early as 1857 the matter of the establishment of a synagogue was talked of, but it was not until 1861 that the first Jewish Synagogue came to New Brunswick. By this is meant the organized congregation, for even then there was as yet no temple. A number of the families of New Brunswick joined together in the opinion that it

三才圖會

Year	Month	Day	Time	Place	Remarks
1890	Jan	1	10:00	St. Paul	First day of the season
1890	Jan	2	10:00	St. Paul	Second day of the season
1890	Jan	3	10:00	St. Paul	Third day of the season
1890	Jan	4	10:00	St. Paul	Fourth day of the season
1890	Jan	5	10:00	St. Paul	Fifth day of the season
1890	Jan	6	10:00	St. Paul	Sixth day of the season
1890	Jan	7	10:00	St. Paul	Seventh day of the season
1890	Jan	8	10:00	St. Paul	Eighth day of the season
1890	Jan	9	10:00	St. Paul	Ninth day of the season
1890	Jan	10	10:00	St. Paul	Tenth day of the season
1890	Jan	11	10:00	St. Paul	Eleventh day of the season
1890	Jan	12	10:00	St. Paul	Twelfth day of the season
1890	Jan	13	10:00	St. Paul	Thirteenth day of the season
1890	Jan	14	10:00	St. Paul	Fourteenth day of the season
1890	Jan	15	10:00	St. Paul	Fifteenth day of the season
1890	Jan	16	10:00	St. Paul	Sixteenth day of the season
1890	Jan	17	10:00	St. Paul	Seventeenth day of the season
1890	Jan	18	10:00	St. Paul	Eighteenth day of the season
1890	Jan	19	10:00	St. Paul	Nineteenth day of the season
1890	Jan	20	10:00	St. Paul	Twentieth day of the season
1890	Jan	21	10:00	St. Paul	Twenty-first day of the season
1890	Jan	22	10:00	St. Paul	Twenty-second day of the season
1890	Jan	23	10:00	St. Paul	Twenty-third day of the season
1890	Jan	24	10:00	St. Paul	Twenty-fourth day of the season
1890	Jan	25	10:00	St. Paul	Twenty-fifth day of the season
1890	Jan	26	10:00	St. Paul	Twenty-sixth day of the season
1890	Jan	27	10:00	St. Paul	Twenty-seventh day of the season
1890	Jan	28	10:00	St. Paul	Twenty-eighth day of the season
1890	Jan	29	10:00	St. Paul	Twenty-ninth day of the season
1890	Jan	30	10:00	St. Paul	Thirtieth day of the season

For Edward and wife 1871



COPY OF ORIGINAL AGREEMENTS AND SUBSCRIBERS' LIST OF
THE AHAVIS ACHIM ORGANIZERS.

was too far to go to New York and also too expensive. So in this year 1861 they banded together and organized a congregation, meeting in a hall at 9-11 Peace Street. They named the congregation "Anshe Emeth," or "Man of Truth." So with Rev. Isaac Shicklen as reader, the synagogue started on Peace Street. The organization chose for its



ANSHE EMETH TEMPLE

officers William B. Plechner as president ; L. Opper, as secretary, and Aaron Wolfson as treasurer.

A synagogue was built on the north side of Albany Street, between Neilson and Peace Streets, where they worshiped until June 20, 1930, when the dedication of Anshe Emeth Memorial Temple, on Livingston Avenue, took place under the direction of Rabbi Maurice A. Hirshberg.

The Ashavas Achim Synagogue is located on Richmond Street below Neilson, and the Congregation Ohav Emith Anshe Ungam worships at 71 New Street.

The congregation of Poile Zedeck was established in 1890 and has a fine building at 145 Neilson Street.



POILE ZEDECK



AHAVIS ACHIM SYNAGOGUE

RUTGERS UNIVERSITY

Rutgers University was chartered at Queen's College, November 10, 1766, by Governor William Franklin of the Province of New Jersey by the authority of George III of England. The college opened for instruction at New Brunswick in 1771, and since that time its



OLD VIEW OF THE CAMPUS—1849

fortunes have been closely interwoven with those of the city in which it is located.

In 1825, its name was changed to Rutgers College in recognition of the benevolences of Colonel Henry Rutgers, of New York City. In 1864 the Scientific School of Rutgers was made the Land-Grant College of New Jersey, and a year later courses in agriculture, engineering, and chemistry were offered for the first time. In 1880, the New Jersey Agricultural Experiment Station was established at the College Farm, and in 1887 the College Agricultural Experiment Station was founded. In 1902, a Department of Ceramics was created by the State; in 1917, the Land-Grant College was designated by the State the State University of New Jersey. In 1924, Rutgers Univer-

sity was adopted by the trustees as the name of the entire institution, its separate colleges and departments. In 1925, a Division of Industrial Extension was established; in February, 1927, the Trustees voted to take over the New Jersey College of Pharmacy, located at Newark, and to make it an integral part of the University.



DR. JOHN MARTIN THOMAS
President of Rutgers University, 1925-30

The College of Arts and Sciences, offers courses in liberal arts, economics, business administration, journalism, chemistry, and biology, in addition to pre-medical, pre-law, and pre-theological courses. It is in this college that the students receive training in the fundamental branches of education, and are prepared for the technical courses, for preparation for business and the professions.

The College of Engineering, which was established on April 4, 1864, is organized to train men for the profession of engineering. Courses are offered in civil, municipal and sanitary, mechanical, and

electrical engineering, leading to the degree of Bachelor of Science. An Engineering Experiment Station was established in 1925.

The School of Education, established October 12, 1923, organizes and administers the University program for the training of teachers. It provides resident instruction during the academic year, an extended program of courses in the Summer Session, and a program of



QUEEN'S BUILDING

extension courses for teachers given at the University and at different centers in the State.

The New Jersey College of Pharmacy is located at Belleville, Lincoln and Arlington Avenues, Newark, N. J. It was incorporated August 17, 1894, and is a member of the American Association of Colleges of Pharmacy. The course of study extends over three years of the usual academic length, leading to the degree of Ph.G.

The Department of Ceramics offers a four-year course in ceramics, designed to prepare students for places of leadership in the ceramic industry.

The Department of Military Science and Tactics offers basic courses in military training for two years, required of all freshmen and sophomores; and advanced elective courses during junior and senior years. The Corps of Cadets is organized as a regiment of infantry forming a unit of the Reserve Officers' Training Corps.

Connected with the University, in addition to the schools and colleges mentioned above, are several extension divisions and bureaus,

including the Extension Service in Agriculture and Home Economics, Extension Courses for Teachers, the Industrial Extension Division, and the United States Bureau of Mines Experimental Station.

The grounds, buildings and equipment of the University are valued at more than six million dollars; the campus includes more than eight hundred acres.



THE ROBERT F. BALLANTINE GYMNASIUM

Completely destroyed by fire at 3:10 in the morning of January 7, 1930

The Rutgers University Library contains 159,000 volumes and about 20,000 pamphlets, and receives approximately 650 periodicals. Students are allowed free access to the books and are encouraged to familiarize themselves with methods of using a library for literary and scientific work.

LIBRARIANS

APPOINTED

1863	Rev. De Witt Ten Broeck Reiley, A.M.....	1871
	A.B. (Rutgers, 1857).	
1871	George Washington Atherton, LL.D.	1880
	Professor, 1869-82.	
1880	Isaac Edgar Hasbrouck, A.M.	1884
	Also Assistant Librarian, 1868-1880. A.B. (Rutgers, 1865).	
1884	Irving Strong Upson, A.M.	1906
	A.B. (Rutgers, 1881).	
1907	George Augustus Osborn	
	Also Assistant Librarian, 1897-1905, and Acting Librarian, 1905-07. B.Sc. (Rutgers, 1897).	

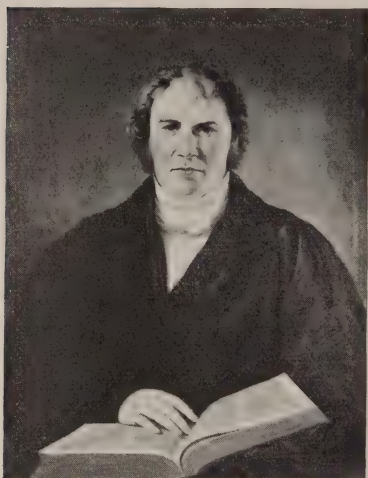
HISTORICAL OUTLINE

- 1759 Rev. Theodorus Frelinghuysen visited Holland in the interest of a college for the Dutch in America.
- 1766 Queen's College chartered by Governor William Franklin by authority of George III.
- 1771 The college opened for instruction at New Brunswick. Frederick Frelinghuysen first tutor.
- 1774 First class graduated.
- 1786-90 Jacob R. Hardenbergh first President.
- 1795-1810 Ira Condict President pro tempore.
- 1808 Queen's Building erected.
- 1810-25 John M. Livingston President.
- 1825-40 Philip Milledoler President.
- 1825 Name changed to Rutgers College.
- 1826-28 Rutgers Medical College conducted in New York.
- 1832 Alumni Association of Rutgers College established.
- 1840-49 A. Bryn Hasbrouck President.
- 1841 President's House (Faculty and Alumni House).
- 1847 Van Nest Hall.
- 1851-62 Theodore Frelinghuysen President.
- 1853-89 George H. Cook Professor of Chemistry and Natural Science.
- 1862-82 William H. Campbell President.
- 1864-93 T. Sanford Doolittle Professor of Rhetoric.
- 1864 Separation of College and Theological Seminary.
- 1865 Rutgers made the Land-Grant College of New Jersey.
- 1865 Courses in Agriculture, Engineering, and Chemistry established.
- 1866 Schanck Observatory.
- 1866-1904 Jacob Cooper Professor of Greek and Philosophy.
- 1867 The Targum began publication.
- 1868-1904 Edward Bowser Professor of Mathematics.
- 1869 Rutgers Chapter of Phi Beta Kappa founded.
- 1869 Scarlet adopted as college color.
- 1869 First American Intercollegiate football game played at Rutgers.
- 1870 Geological Hall.
- 1872 Sophia Astley Kirkpatrick Memorial Chapel.
- 1873 "On the Banks" composed by Howard N. Fuller '74.
- 1880 New Jersey Agricultural Experiment Station established.
- 1882-90 Merrill E. Gates President.
- 1887 College Agricultural Experiment Station established.
- 1889 New Jersey Hall erected by the State.
- 1890 Winants Hall.
- 1890 State Scholarships established.
- 1890 Second Morrill act of Congress.
- 1891-1905 Austin Scott President.
- 1891 Extension class started.
- 1893 Neilson Athletic Field.
- 1893 Robert F. Ballantine Gymnasium.
- 1902 Ralph Voorhees Library.
- 1902 Department of Ceramics created by the State.
- 1904 Short Courses in Agriculture established.
- 1905-25 William H. S. Demarest President.

- 1906 Gift of Neilson campus.
- 1906-07 Short Course Building.
- 1908 Engineering Building.
- 1910 Chemistry Building.
- 1912 Main Agricultural Building.
- 1913 Summer Session established.
- 1914 Deans of Agriculture and Engineering appointed.
Ballantine Swimming Pool.
- 1915 John Howard Ford Dormitory.
Luther Harned Martin, Registrar.
- 1916 150th Anniversary Celebration.
- 1917 Rutgers designated the State University of New Jersey.
- 1918 New Jersey College for Women established by Trustees.
- 1919 Million Dollar Fund.
Horticultural Building.
Gymnasium, College for Women.
- 1920 Ceramics Building.
Lorneil Hall, College for Women.
- 1921 Poultry Husbandry Building.
- 1922 Dairy Husbandry Building.
Federation Hall, College for Women.
- 1923 Antilles Field, College for Women.
- 1924 Rutgers University adopted as name of entire institution.
Ford Campus acquired.
Science Building, College for Women.
Recreation Building, College for Women.
- 1925 John Martin Thomas President.
Dramatic Arts Building, College for Women.
Industrial Extension Division established.
- 1926 Voorhees Library addition.
John Rogers Hegeman Hall.
Physics Building.
Recitation Hall, College for Women.
Chapel, College for Women.
- 1927 New Jersey College of Pharmacy included in the University.
Survey of the University made by the U. S. Bureau of Education.
Industrial Extension Division changed to University Extension Division.
Office of University Comptroller established.
- 1928 State Commission appointed to determine status of University.
Willets Infirmary, College for Women.
The Music Building, College for Women.
- 1930 John Martin Thomas, President, resigns.

Such, briefly, is the history of Rutgers, closely identified with the City of New Brunswick for more than a century and a half. It is the eighth college in the United States which traces its beginnings to Colonial days; and upon that splendid foundation of past traditions rests the promise of an even more glorious future.

(For full account, see Demarest's *History of Rutgers College*.)

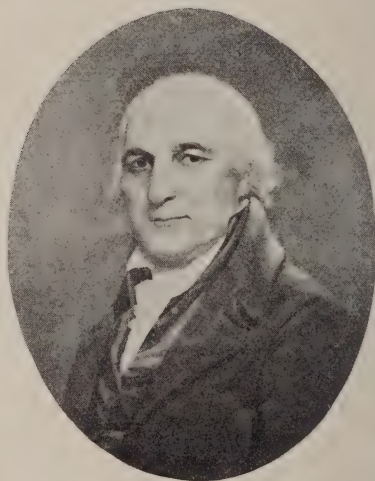


ROBERT ADRAIN

Born at Carrickfergus, Ireland, September 30, 1775. LL.D. (Columbia, 1818). Prof. Mathematics, Queen's, 1809-13, 1825-27. Prof. Mathematics and Natural Philosophy, Columbia, 1813-25. Prof. Mathematics, Univ. of Penn., 1827-34. Vice-Provost, Univ. of Penn., 1828-34. Died, August 10, 1843

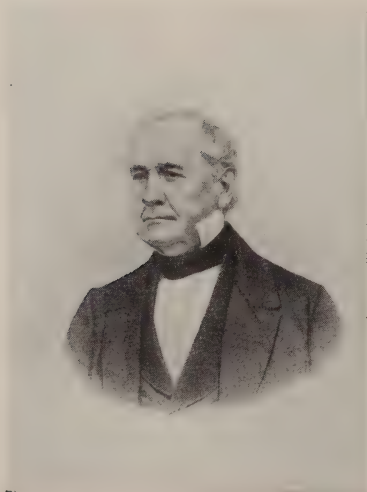
ANDREW KIRKPATRICK

Born at Mine Brook, N. J., February 17, 1756. A.B. (Coll. N. J., 1775). A.M. (Coll. N. J., 1778). Chief Justice of Supreme Court of New Jersey, 1803-30. Trustee, Queen's, 1792-1831. Trustee, Coll. N. J., 1807-31. Died, January 7, 1831.



THEODORE STRONG

Born at South Hadley, Mass., July 26, 1790. A.B. (Yale, 1812). A.M. (Hamilton, 1815). Tutor, Hamilton, 1812-16. Prof. Mathematics, Hamilton, 1816-27. Prof. Mathematics and Natural Philosophy, Rutgers, 1827-63. Died February 1, 1869.



REV. JAMES SPENCER CANNON

A.M. (Queen's, 1811), D.D. (Union, 1819). Professor Metaphysics and the Philosophy of the Human Mind, 1826-52. Died in 1852.

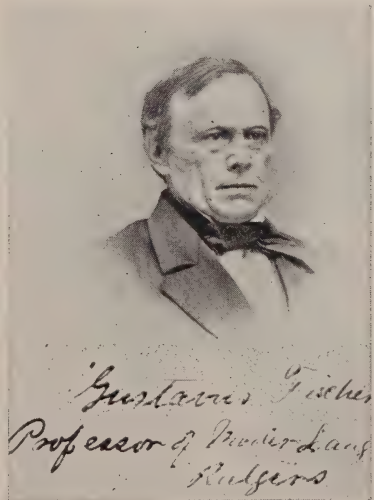


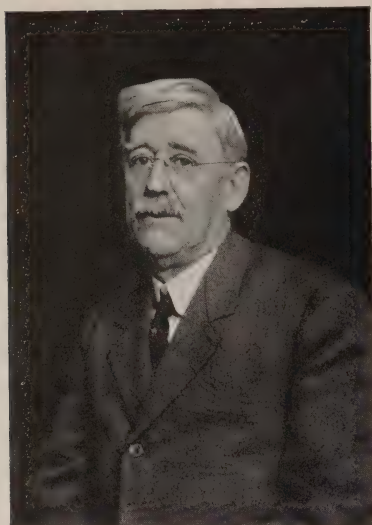
FRANCIS CUYLER VAN DYCK

A.B. (Rutgers, 1865), A.M. (Rutgers, 1868), PH.D. (Union, 1888) D.Sc. (Rutgers, 1910), LL.D. (Rutgers, 1915). Rutgers Faculty 1866-1913. Dean 1901-1913.

GUSTAVUS FISCHER

Born in Berlin, Prussia, June, 1815. Studied at Universities of Goettingen and Berlin. Prof. Modern Languages and Literature, Rutgers, 1859-68. Musician. Died, September 16, 1893.



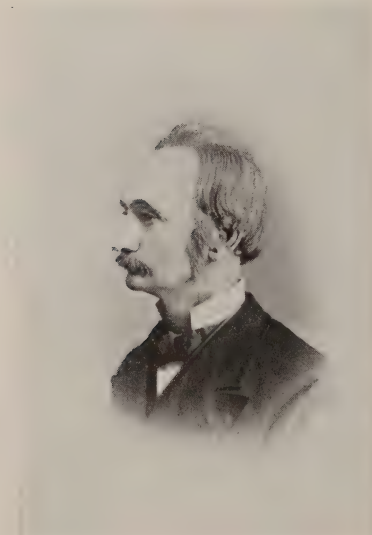
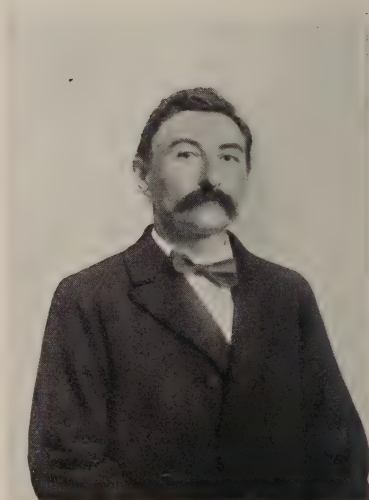


JULIUS NELSON

B.Sc. (Univ. Wis., 1881), M.Sc. (Univ. Wis., 1884), PH.D. (Johns Hopkins, 1888). Born at Copenhagen, Denmark, March 6, 1858. Professor of Biology, 1888-1916. Biologist, N.J. Agricultural Experiment Station, 1888-1916. Died, February 15, 1916.

BYRON DAVID HALSTED

B. Sc. (Mich. Agr. Coll., 1871), M. Sc. (Mich. Agr. Coll., 1874), Sc.D. (Harvard, 1878). Born at Venice, N. Y., June 7, 1852. Professor of Botany, Iowa Agr. Coll., 1885-89. Professor of Botany and Horticulture, Rutgers. Died, August 28, 1918.



REV. JACOB COOPER

A. B. (Yale, 1852), A. M. (Yale, 1855). PH.D. (Berlin, 1854), D.C.L. (Jena, 1873). S. T. D. (Columbia, 1874), LL.D. (Tulane, 1895). Born in Butler County, Ohio, December 7, 1830. Professor of Greek, Centre College, Kentucky, 1855-66. Chaplain, Union Army, 1862-63. Editor *Danville Quarterly*, 1861-65. Professor of the Greek Language and Literature, Rutgers, 1866-93. Collegiate Church Professor of Logic and Mental Philosophy, Rutgers, 1893-1904. Died, January 31, 1904.

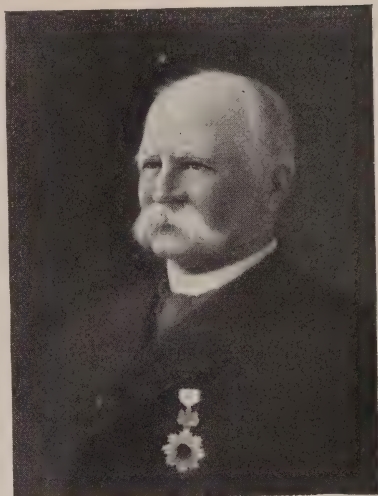
DAVID MURRAY

Born near Delhi, N.Y., October 15, 1830, A.B. (Union, 1852), Ph.D. (N. Y. Board of Regents, 1863), LL.D. (Union, 1874). Principal, Albany Acad., 1857-63. Prof. Mathematics, Natural Philosophy and Astronomy, Rutgers, 1863-76. Trustee, Rutgers, 1892-1905. Trustee, Union, 1882-89. Adviser, Imperial Minister of Education, Japan, 1873-79. Decoration of the Rising Sun, 1878. Secretary, Board of Regents, Univ. State of N. Y., 1880-89. Died, March 6, 1905.



JOHN BERNHARD SMITH

Born in New York, November 21, 1858. Lawyer, special agent U. S. Dept. of Agriculture, connected with National Museum as Entomologist. Leader in mosquito extermination. D.Sc (Rutgers, 1891), Professor of Entomology, Rutgers, 1889-1912. Died in 1912.



IRVING STRONG UPSON, A.M.

Born at Marion, Conn., February 5, 1855. Librarian, Rutgers, 1884-1906. Chief Clerk, Secretary and Treasurer, N. J. State Agri. Exp. Station, 1881-1915. Clerk, Geological Survey, N. J., 1881-99. Secretary of Faculty, Rutgers, 1891-1915. Registrar, 1891-1915. Treasurer, Rutgers College, 1905-15. Biographer Alumni Ass'n, 1883-1904. Treasurer, Alumni Ass'n, 1904-15. A. M. (Rutgers, 1884). Died, February 25, 1915.





RUTGERS CAMPUS FROM GEORGE STREET



AGRICULTURAL BUILDING, COLLEGE FARM



SAGE LIBRARY, SEMINARY GROUNDS

NEW BRUNSWICK THEOLOGICAL SEMINARY

This Seminary of the Reformed (Dutch) Church in America is the oldest theological school in this country. It was founded in 1784 by the appointment of the Rev. John H. Livingston, D.D., as Professor of Theology, who then for nearly twenty-five years carried on his professorial work in New York, with slight interval at Flatbush, Long Island, in connection with his work as minister of the Collegiate Church in that city. The Dutch on Manhattan Island organized in 1628 the first Church in this part of America. They founded other churches soon in New Netherland and later when this territory became New York and New Jersey. These churches had difficulty in securing ministers from the church in the homeland and gradually developed a zeal for education and ordination on this side of the water. The result of this was the securing in 1766 from George III of a Charter for Queen's College, now Rutgers University, which institution was established in New Brunswick. This Charter, and a second one in 1770, provided for a professor of theology in the college. The Revolutionary War, and perhaps other causes, prevented the appointing of such professor, and after the war, and perhaps because the college was not owned or controlled by the Church, the General Body, now the General Synod, of the Dutch Reformed Church, chose its own professor, Dr. Livingston, at the same time appointing the Rev. Hermanus Meyer, Professor of Languages.

In 1810 Dr. Livingston resigned his pastorate in New York and brought his theological teaching and the five students then under him to New Brunswick, becoming at the same time President of Queen's College. He lived on what is now Livingston Avenue, named after him, in the house recently torn down to make way for the Livingston Apartments. The Theological Seminary then had no home of its own, and its work was carried on from 1810 until 1856 in the building of the college begun in 1809 now known as the Queen's Building. This building with its land was owned from 1826 to 1864 by the General Synod of the church and was therefore the Seminary's own home in special sense for many years.

In 1856 a fine site beyond the college campus, overlooking the Raritan River, was acquired by gift of Mr. James Neilson, Sr., Mr. Charles P. Dayton and others; and the Peter Hertzog Theological Hall was erected by gift of Mrs. Ann Hertzog of Philadelphia. This splendid, spacious building provided not only lecture rooms and library for the time, but as well dormitory, dining room and chapel serving well as such until now. In 1872 the Gardner A. Sage Library



REV. WILLIAM H. S. DEMEREST
President of New Brunswick Theological Seminary

was erected by gift of Mr. Sage, and in 1874 the James Suydam Hall, providing lecture rooms and gymnasium, was erected by gift of Mr. Suydam, like Mr. Sage a resident of New York. Professors' residences were also built at each end of the campus.

Funds for the maintaining of instruction and of grounds and buildings have been given in the course of years until its endowment now amounts to almost \$1,000,000. The support of the Seminary beyond

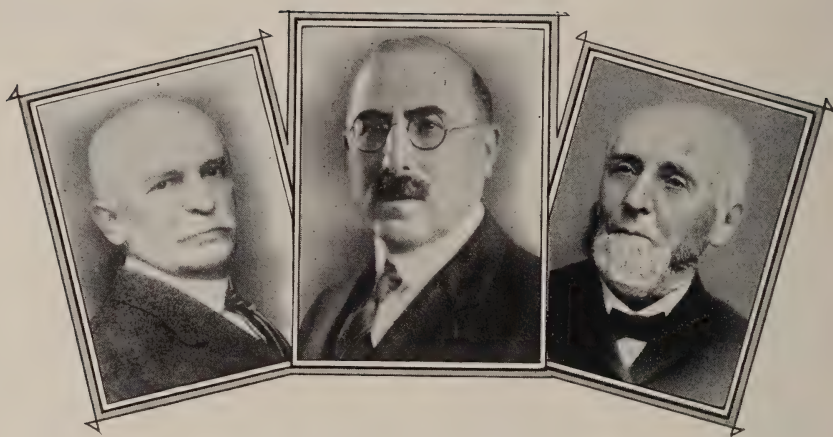
the income from endowment, comes from the annual gifts of congregations of the Reformed Church and of interested friends.

The professors in succession through the one hundred and twenty years since the institution was moved to New Brunswick present names very familiar to the city as citizens as well as educators and ministers of the gospel. Dr. Philip Milledoler, like Dr. Livingston, was, while professor, also president of the College, it changing its name from Queen's to Rutgers at his inauguration in 1825. Two professors passed from their professorships to the presidency of Rutgers College, Dr. William H. Campbell and Dr. W. H. S. Demarest. Two professors came to the Seminary from pastorates in the city, Dr. Samuel M. Woodbridge and Dr. David D. Demarest. Other professors have been Drs. John Schureman, John Ludlow, James Spencer Cannon, Alexander McClelland, John DeWitt, the elder, Samuel A. Van Vranken, Joseph F. Berg, John De Witt, the younger, Abraham B. Van Zandt, William V. V. Mabon, John G. Lansing, J. Preston Searle, James F. Riggs, John H. Gillespie, Ferdinand S. Schenck, J. Frederic Berg, Edward P. Johnson. The present professors are Drs. John H. Raven, John W. Beardslee, Jr., Edward S. Worcester, Milton J. Hoffman and William A. Weber, Dr. Louis H. Holden serving as Lector and Dr. W. H. S. Demarest as President.

The Seminary until just now has had its corporate life only in the General Synod of the Reformed Church in America; but in 1929, by the authority of the Synod, it effected its own incorporation as "New Brunswick Theological Seminary," fifteen Directors composing its board of trustees.



SEMINARY GROUNDS



The Three Men Who Have Guided the Course of the Experiment Station. At the right, Dr. George H. Cook, Founder and First Director of the Institution; left, Dr. Edward B. Voorhees, who Succeeded him; center, Dr. J. G. Lipman, Director from 1911 to the Present.

NEW JERSEY AGRICULTURAL EXPERIMENT STATION

The New Jersey State Agricultural Experiment Station was established at New Brunswick in March, 1880, by an act of the Legislature which provided state appropriations for its support. This benefaction to all the people of New Jersey was the culmination of ten years of intelligent and self sacrificing efforts made by a noted geologist from Rutgers College, Dr. George H. Cook, and generously assisted by James Neilson, New Brunswick philanthropist.

It was he who made the first accurate geological survey of the state, and, in his extensive travels by horse and carriage, he made voluminous notes of farm conditions and needs as he saw them.

In 1888 the New Jersey State College Experiment Station was organized at New Brunswick by authority of a federal act providing federal funds for the support of agricultural research. Thus the national and the state governments began what amounted to a co-operative enterprise in the promotion of agriculture. The two experiment stations in reality became one institution, using in large measure the same personnel, buildings, equipment, and land, with staff members assigned to various lines of investigation in accordance with federal and state provisions and funds. In this way, duplication of effort was avoided.

Dr. Cook did not live to see the results of this enlargement of the work he had started. In 1889 he died. His place was filled by Dr. E. B. Voorhees, who had worked with him for many years.

Dr. Voorhees died in 1911. He was succeeded by Dr. J. G. Lipman who, like his predecessors, laid great emphasis on soil research. He is internationally known for his work in soil chemistry and soil microbiology.

The College of Agriculture is located at the College Farm consisting of some 750 acres. It offers eight curricula; general agriculture, dairying, pomology, vegetable production, poultry husbandry, landscape gardening, floriculture, and economic entomology. In the winter of each year the College offers six short courses, twelve weeks in duration, including general agriculture, dairy farming, dairy manufacture, fruit growing, vegetable gardening, and poultry husbandry. In addition, a number of short courses of from one to three weeks' duration are given at the College. During all these years the Agricultural Experiment Stations, connected with the College of Agriculture, have been functioning for the benefit of practical and scientific agriculture in the State of New Jersey. The Experiment Stations conduct an extensive correspondence on agriculture, averaging about 100,000 letters a year, besides personal advice to numerous visitors and through the visits of members of the staff to farms in all parts of the State. The Fiftieth Anniversary of the establishment of the Station was held on the College Farm Campus October 8 and 9, 1930.



COLLEGE FARM LAKE

THE NEW JERSEY COLLEGE FOR WOMEN

The New Jersey College for Women was established by the Trustees of the University, April 12, 1918. It is located on property acquired for the purpose, adjacent to the College of Agriculture. Two distinct courses of undergraduate instruction are offered; the liberal arts course, and the practical arts or home economics course. The



COLLEGE HALL, N. J. C.

degrees of A.B., Litt.B., and B.Sc., are awarded to students completing the four-year curricula.

The New Jersey College for Women opened its doors in September, 1918, to fifty-four students. The faculty numbered sixteen, of whom eleven were men of the Rutgers College staff, five were women. The John N. Carpender home, named College Hall, housed the offices of the dean and the registrar, the library, and classes in all subjects except those requiring laboratory space. It furnished, also, dormitory accommodations for the Dean and sixteen students, two, three and four occupying one room, an apartment for the janitor and janitress. Classes in botany, chemistry, and cookery were held in buildings on the College Farm. The Cooper homestead, called Cooper Hall, was utilized as a dining hall and as a dormitory for eighteen students. Equipment and furnishings were of the simplest. Funds for maintenance were small and uncertain. The year was a year of

privation and struggle. Faculty, dean, and students were not unlike a band of missionaries. Things of the spirit were more real than material possession. No one could safely prophesy from day to day whether or not the little college would prosper or would cease to be.



DR. MABEL S. DOUGLASS
Dean of New Jersey College for Women

In March, 1919, the State Legislature, after investigation of conditions prevailing, appropriated \$50,000 to cover maintenance of the College for Women during its second year. This appropriation, together with the gift of Mr. James Neilson making possible the purchase of the John N. Carpender estate, and the gift of the New Brunswick City Committee of Women making possible the purchase of Cooper Hall, put the new institution on its feet.

The old brick barn on the Carpender estate was turned into a science building, a gymnasium was built of packing boxes originally con-

structed to ship Liberty motors to American airmen in France, an extension was put to the dining hall and a lease taken upon residences near the campus to serve as dormitories. Additions were made to the faculty, and the Board of Managers, consisting of five trustees of Rutgers University and five women members, was organized. But still the life within the college was one of struggle, of extreme simplicity, thrift, self-sacrifice, of high endeavor and moral courage. No gifts were large, no funds were certain, the students and the college were on trial.

In the beginning it took courage and optimism upon the part of the president and trustees of Rutgers College to respond to the pleadings of the women of the state. No funds were in their hands nor in those of the women, nor were any being guaranteed from any other source for the new college. There was the possible, nay, almost probable, chance of running old Rutgers into debt and of accomplishing nothing under the circumstances for the young women of the State.

Were it not for the faith of the valiant women who worked night and day for its establishment, the New Jersey College for Women would never have stood on "Pine Tree Hill."

On September 19, 1929, the teaching staff of the college had increased to 120. To an ever-increasing degree this staff has been made up of experts in their several fields, and their assembly at New Brunswick may rightfully be looked upon as one of the outstanding achievements of the college.

The plant assets are conservatively valued at \$4,650,000, an investment exceeded only by Wellesley, Vassar, Smith and Barnard, among the Women's Colleges of the country.

The number of buildings owned and used by the college (September, 1929) was 73. Of these buildings, three, Science Building, Recitation Building and Botany Building, were erected from funds appropriated by the State of New Jersey. All of the other buildings owned by the college have been erected from funds given to the college for the purpose by private individuals, or by the college from its own funds.

The original campus, upon which College Hall is located, during the year 1924, was increased in extent to approximately thirty-four acres through the gift of Mr. James Neilson; part of the new land on the edge of the bluff overlooking the river was developed into an athletic field known as "Antilles Field."

Through the further generosity of Mr. Neilson a tract of fifteen acres of land lying to the east of College Hall Campus was acquired in the spring of 1926.

The Music Building, is in a large part, the generous gift of the New Jersey State Federation of Women's Clubs.

By the gift of Mr. Edwin C. Jameson, land, located midway between Douglass Campus and Cooper Hall Campus, was acquired.



RODMAN VOORHEES CHAPEL

The Elizabeth Rodman Voorhees Chapel, a beautiful colonial structure, having a seating capacity of twelve hundred persons and containing a four-manual pipe organ, the largest organ in the State of New Jersey, was completed in the early spring of 1927. This building, together with a substantial fund for its maintenance and equip-

ment, was the munificent bequest of Mrs. Elizabeth Rodman Voorhees, of Clinton, N. J.

The Mary Kingsland Macy Willets Infirmary, opened in September, 1928, is the gift of Mrs. Kate Macy Ladd of Far Hills, N. J.

Federation Hall, located on Cooper Hall Campus, is the gift of the State Federation of Women's Clubs.

One of the most generous patrons of the college, and one to whom the college owes a debt it can never repay, is Mr. Leonor F. Loree. The same may be said of Mrs. Mabel S. Douglass, Dean, who, through her loyal courage and fidelity piloted her charge so that on September 19, 1929, the student enrollment of the college was 1,175, a number exceeded only by Wellesley and Smith Colleges among the women's colleges of the United States, making the New Jersey College for Women the third largest women's college in America.



The morning
bright
With rosy light
Hath waked me
from my sleep.

THE DORMITORIES ON THE HORSE SHOE

All walks lead
to you
Where'er I
stray;
You are the
evening star
At the close of
day.



WHERE THE FRESHMEN STROLLED

THE SCHOOLS OF NEW BRUNSWICK

One of the first acts of the early settlers was to have a law passed for the purpose of providing schools.

At the meeting of the General Assembly for East New Jersey, held at Perth Amboy in 1693, an Act was passed allowing towns to appoint a committee of three to hire a schoolmaster, assess the inhabitants for his support, and a warrant of distress to be issued against those refusing to pay, and their holdings sold at public vendue.

RUTGERS PREPARATORY SCHOOL

During the Colonial period many efforts were made to establish schools, but were more or less of a failure. The only one of these old schools to remain to the present day is the Rutgers "Prep," or what was, in early days, fondly known as the "Grammar School." This was established in 1766.

The school has occupied buildings in various localities. The earliest known location was on the corner of Hamilton Street and Easton Avenue. After that the school was accommodated along with the college in Queen's Building. In 1833 the Rev. Cornelius D. Westbrook announced through the columns of *The Christian Intelligencer* that he had "taken the large and commodious house at George and Paterson Streets, formerly occupied by the Bank of New Brunswick, in which he will be ready to receive boarders at a reasonable rate." Professor Ferguson later changed the place of boarding to what he calls "a very delightful and healthy part of the city." Where this was is not stated. During his regime the name of the school was twice changed to "Academy of Rutgers College," and to "Collegiate School."

It was in "Tutor" Thompson's time that the present school house on the corner of College Avenue and Somerset Street was used, then only one-half as large as it now is. The property on Hamilton Street that was known as the "Trap," was purchased, under the direction and encouragement of Professor Dewitt L. B. Reiley. In 1893 the trustees of the college purchased the private dwelling on College Avenue, adjoining the school house, which is now known as the "Annex," and devoted to the uses of the primary department of the school. Mr. William P. Kelly became Headmaster in 1910 and under his able management the school has made much progress.



ST. PETER'S
SCHOOL
Somerset and
Division Streets
Erected 1893

RUTGERS
PREPARATORY
SCHOOL
Somerset Street
and College
Avenue
A noted school
of Colonial
days.



OLD BRICK
SCHOOL
of the Sacred
Heart. It stood
on the corner of
Throop Avenue
and Suydam
Street.

The New Brunswick school committee composed of William Patterson, John Neilson and James Neilson bought, on April 13, 1784, a lot on Church Street, near Dennis Street, $49\frac{1}{2} \times 99$ feet, for £30 proclamation money, and built a school. On March 1, 1799, the stock was divided into forty shares and distributed as follows:

John Neilson, 9 shares; Moses Scott, 9; John Bayard, 6; James Crommelin, 6; John Plum, 4; John Pool, 3; Joseph Clark, 2; Moses Guest, 1. The value of the stock was \$28 a share, making the total investment about \$1,120. This was about the first effort to establish what may be termed a popular priced school for the education of the youth of those days.

MISS HAY'S SCHOOL

The most noted of the school to open after the Revolution was the "Fashionable New Brunswick School" of Miss Sophia Hay.

Precisely when the academy she ably managed was founded is not known, but it was certainly in operation in 1798-99, when it was held on Burnet Street. In 1801 and for some years afterward it was kept in the house, still standing in New Street (Carroll Place), near Livingston Avenue, at that time adjoining the residence of the Right Rev. John Croes, D.D. This is shown by an advertisement in the *New Brunswick Guardian and Advertiser* of December 31, 1801, in which the property afterward acquired by Bishop Croes was offered for sale by its then owner. At a later period the high reputation of Miss Hay's Academy had caused so great an increase in the number of her pupils that she removed it to the fine old mansion on the northwest corner of Easton Avenue and Hamilton Street.

In Miss Hay's day both these houses were on the outskirts of the city, and the one last mentioned was on what was then known as the Easton Turnpike, quite out of town. In its vicinity was a woods of fine old forest trees.

The *New Brunswick Guardian and Advertiser*, of October 29, 1799, describes Miss Hay's Academy as "a young ladies' high school," and specifies "French, music, dancing, etc.," as among the branches taught in it. In 1801, and for some years later, the Rev. John Croes, afterward the first Bishop of the Diocese of New Jersey, was one of Miss Hay's staff of teachers. French was taught in the Academy by excellent and dignified Mme. Mackay, mother of Capt. Ephraim Mackay. Its day pupils were the daughters of the oldest and best families in this city, and its pupil boarders were, in like manner, representatives of the first families of the State, from

Newark, Elizabethtown, Trenton, and elsewhere. So extended was its celebrity that pupils came to it from New York, Philadelphia, and even from distant New Hampshire—among the latter being the beautiful Grace Fletcher, who subsequently became the wife of Daniel Webster.

Miss Hay had a method all her own when it came to instructing the girls on how they were to become "models." It was to keep them sitting an hour every day with their feet in the stocks, to make them turn out their toes properly. And some who were inclined to stoop were strapped up to a door, and forced to study their lessons in that position, holding the book high in air. Others, again, had metal collars fastened around their necks, which pierced the skin when the wearers leaned too far over. Thus it will be seen that the boarding school girl of that day had many thorns to encounter in her path of knowledge.

Miss Hay was a refined and highly cultivated gentlewoman, a gentle but thorough disciplinarian, mistress of all the feminine arts and accomplishments of her day.

MISS HOYT'S SCHOOL.

Another one of the notable schools for girls was the "Female Academy" of Miss Hannah Hoyt, established in 1837, which, when the "Prep" school left, took over the Bank of New Brunswick building and changed the name to that of the Hoyt building. This was in 1847. The school continued to prosper until the death of Miss Hoyt in 1871, when it closed for good and the building was sold to St. Peter's Church for a Parochial School.

Miss Hoyt was followed by the school of Miss Anable. This closed after a long and useful service. The name is continued in the primary school on Kirkpatrick Street.

Other private schools were conducted by Mr. Kaime in 1847, Miss Croes in 1856, Mr. Dodd's "New Brunswick Classical Institute" in 1857, Miss Beck's, Miss Ten Broeck's, Miss Bever's, the Misses Bucknall's, all in 1871. Also Miss Bell, Miss McDede, Miss McLaughlin, as well as others of which special mention is made in other parts of this volume.

The parochial schools were first established in 1837 and have had a continual growth and they are now connected with the several churches.

The number of pupils in attendance at these schools at the opening of the school year in September, 1930, was 2,325.

THE LANCASTERIAN SCHOOL

In the last will and testament of Mr. William Hall, made in 1803, after various bequests, he disposed of the remainder of his property to "Thomas Grant and his son Ebenezer, and to the survivors of them in trust to be expended by them in educating poor children in the City of New Brunswick." They declined the trust, which amounted to a little more than \$4,000, and obtained an act from the Legislature creating a Board of Trustees to be composed of two persons of each of the churches then in the city, viz.:

John Neilson and Moses Guest from the Presbyterian Church, James Schureman and Staats Van Duersen from the Reformed Church, Robert Boggs and W. P. Dear from the Episcopal. This Board had its first meeting June 8, 1809. Before 1812 New Brunswick did nothing for education, but in that year, at a town meeting, the words "public schools" for the first time were used. It was then voted that "the sum of \$800 for the purchase or erecting of a building for the use of a public school be raised." This appropriation was called forth by the then recent Hall bequest, by means of which the Lancasterian School was established. The old Queen's College building, then standing on the site of the Soldiers' Memorial, was bought for \$450, and \$560 was paid to Staats Van Deursen for the corner of Schureman and George Streets.



QUEEN'S COLLEGE
The Lancasterian School

The building was removed in December, 1813, the cost and removal of which came to \$740.85.

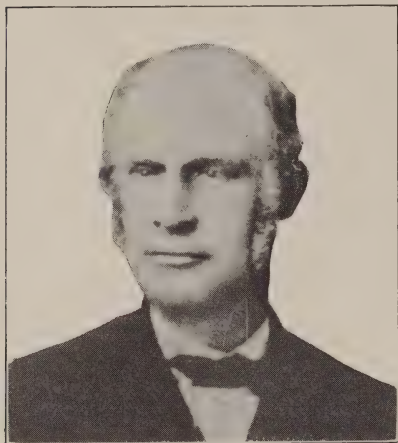
This building was given to the "Trustees of the Society for Educating poor children," or of "the charity or the Lancasterian School," as the establishment was then variously called. June 1, 1814, the School was opened with 35 free and 6 pay pupils.

The school was conducted on the Lancasterian or Monitorial plan.

It was not until April 6, 1814, the first teacher, Mr. Shepard Johnson, was appointed at a salary of \$150 per year and house rent.

Mr. Johnson resigned his position November 20, 1816, and Mr. Henry B. Poole was appointed his successor. Mr. Poole resigned

June 30, 1818, and was succeeded by Mr. Zenophon T. Maynard, who resigned July 7, 1824. Mr. Harrison succeeded Mr. Maynard and retained the principalship until the close of 1831; when in February, 1832, Mr. Elihu Cook was appointed. Judge Cook resigned in 1838. Mr. A. W. Mayo was appointed on April 4, 1838, being the sixth principal. At the opening of the Bayard Street school, in



ALFRED W. MAYO

1853, this school became so small that it was closed June 1, 1853, and remained so until December 1, 1855, when it was reopened. Mr. Mayo took charge of the school and remained its teacher until its close about 1879. The school occupied the same building during its entire existence.

The interest on the Hall fund, on which the school was established, was made use of, but it was not sufficient alone to carry it on. An additional appropriation by Common Council, for \$125 to \$500, was usually made each year, with some exceptions,

during which time the school had to be "closed" on account of want of support. When these appropriations were made they came, as a rule, from the receipts of tavern licenses.

"Free Education" was not much thought of in the early days and was considered a public charity to be given only to the poor and then to a limited extent. The income of the Lancastrian school fund has been appropriated to the managers of the Children's Industrial Home, on Somerset Street, to be applied to the education of their children until further notice.

THE ORIGIN OF NEW BRUNSWICK PUBLIC SCHOOLS

The inner history of the origin of the movement that resulted in the introduction of the public free school system into our city has never been fully told. And, as a very few only of those who have since enjoyed its common and universal benefits have ever heard of the prejudices and other obstacles which had to be encountered, and the discouragements and defeats that had to be suffered, before its es-

tablishment was effected, they may feel interested in the following sketch of the incidents which led to that auspicious result.

The account is by Mr. Charles D. Deshler, the man, above all others, who was the prime factor in the establishment of our public school system.

Mr. Deshler's narrative is as he related it to me and later edited by him personally. It follows:

"While I was conducting business as a druggist in our town my



CHILDREN'S INDUSTRIAL HOME
Somerset, Prospect and Scott Streets.

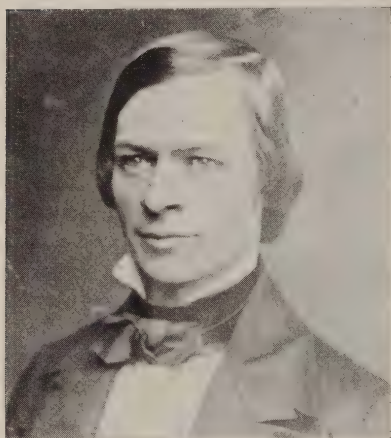
store was in some sort a rendezvous for many of our citizens, some, especially among the younger of whom, 'dropped in' quite regularly nearly every evening after active business hours to discuss subjects of local, public, or literary interest.

"One evening in the winter of 1849 I had just returned from a visit to New York, I remarked that at the instance of Abraham Ackerman, I had employed an entire day of my visit to the city in company with an enthusiastic friend of public free schools, in order to observe their methods and judge of their merits, and especially to ascertain how successful they were in reaching the youths and children of the lower and middle classes. And I said that, as a result of what I had observed, I had arrived at the conviction that it was about time that we,

in New Brunswick, abolished our miserably poor and inefficient district schools, and substituted the public free schools in their stead.

"This precipitated an earnest discussion of the questions: Whether our district schools were really the wretched concerns that I represented them to be and whether the public free school would be any improvement upon them?

"Among the gentlemen whom I distinctly recall as present on this occasion were David Bishop, Abraham Ackerman (himself formerly



CHARLES D. DESHLER IN 1850

the teacher of a successful private school in which he was the successor of his even more successful brother, Richard Ackerman), Henry Sanderson, Nelson Dunham and, I think, Moses F. Webb. There were several others whose names have escaped my memory.

"The result of our discussion was that we then and there resolved ourselves into a committee, each one of which engaged himself to visit the different schools in our School District (No. 1), and post ourselves on the following points: The qualification of their teachers, the nature and

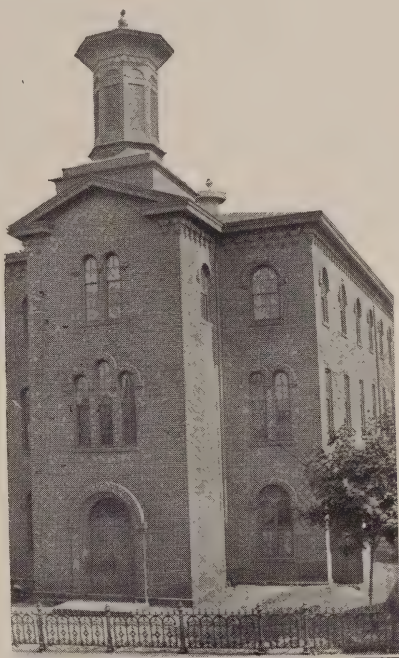
quality of the education dispensed in them, the classes of our people who availed of or were reached by them, and the proportion that the number of pupils in them bore to the whole number of our children between the statutory ages of 5 and 18.

"The upshot of our investigations was the unanimous verdict of those of us who had prosecuted them, arrived at after frequent meetings for discussion and for comparing notes, that, as a rule, our district schools were a humbug and a delusion; that, with a few honorable exceptions, the teachers were wretchedly incompetent, the studies pursued of the most elementary character, and the text-books few and miserably poor; that any grading or classification of the pupils was impossible under the system, and, consequently, the teacher was utterly unable to give the requisite attention to all the pupils; that the children in attendance were drawn almost exclusively from the poorer and worst educated portion of our people; that the schools failed absolutely to reach the better classes; that the proportion of the whole

number of children of those in attendance was absurdly small; and, finally, that the district schools ought to be abolished and a free public school established.

"The question then arose, How shall we proceed in order to effect this result? And it was decided that each of us, in his sphere, and as opportunity offered, should do his utmost to educate public citizens to intrinsic defects and the actual failure and fruitlessness of the district schools, and also by showing them the actual benefits and advantages and the great possibilities of the public free school system. It was also decided that we should 'break the ice' at the coming election of School Trustees, which, by law, was then held on the first Monday in April in each and every year, by nominating and trying to elect three trustees who shared our views. This left us but little time for missionary work, for although we now numbered about half a score of active workers, all of us, except David Bishop, were business men whose time was fully engrossed, and who had few leisure moments. Still, we set about the crusade of manufacturing public opinion hopefully, and with the persistency and earnestness—perhaps I should also add, the obstinacy—that always characterize the efforts of young reformers.

"We were rewarded by a fair measure of success. We succeeded in enlisting a respectable number of active and intelligent supporters among the young, energetic and influential men of both political parties, who sympathized with the determination to break up the cheap and wretched district schools and to establish large and handsome public schools, modeled on the plan of the public schools in New York, Philadelphia, Providence and Boston.



THE OLD BAYARD STREET SCHOOL

The first Public School to be built in the city. The bricks in the foundation were used first to build the Colonial Barracks on the block between Bayard and Paterson streets, facing on George Street, next to build the first jail on the site of the present Bayard Street School. Part of the ground facing Liberty Street was at one time a graveyard.

"We now frankly announced that at the ensuing election for trustees we should do our best to elect those who would endeavor to carry out this idea. We made no attempt to conceal the fact that the new plan would cost more money than the old one, and freely admitted that taxes would necessarily be considerably increased. We urged, however, that in the long run our citizens would save money, inasmuch as their children would get real instead of sham education, and also inasmuch as the education thus got would be free and universal.

"In the meantime our adversaries who were numerous, were not slumbering. They were wide awake, busy and noisy. They were made up of the most opposite elements: Of those who had been enlisted against a public school by the persuasion of district school teachers who foresaw that their perfunctory occupation was in danger; of those old fogies who held to the maxim of 'letting things alone'; strangely enough, of many of the working class who fancied that the free public school was anti-democratic; of those, on the other hand, who declared that it was too democratic; and of those who avowed that they did not propose to be taxed for the education of other people's children.

"When the evening of the first Monday in April, 1850, arrived there was an unwonted and somewhat turbulent crowd in attendance. Hitherto, half a dozen men had assembled at these meetings and 'fixed things,' but this time more than a hundred had gathered in the upper room of the City Hall (the old Court House), then occupied by the New Brunswick Library.

"And there was a tussle. We proposed our ticket and squarely announced what our trustees would do if elected. The other side also nominated their ticket, and were applauded vociferously by their adherents. Then, one after another of our side took the floor. We presented with all the vehemence and eloquence at our command the inadequacy of the existing system and the advantages of the new one.

"We rehearsed the results which had been accomplished by public schools in other states; the necessity for free, public, and universal education in a republic; and the constant menace of ignorance to public security and the general welfare. We shirked nothing as to the increased cost or the complete revolution as to methods and teachers which must ensue if we prevailed. There were noisy interruptions and loud jeers and clamorings in reply, but no argument. The stolid prejudice of the masses, reinforced by the selfishness of some of the very rich, floored us.

"We were beaten, but not vanquished. We had not expected to win in our first battle, but we had made a good fight against large

odds, and if we could only have mustered a few more votes 'the boot would have been on the other leg.' One thing was very certain, that if we had been outvoted we had forced the fight in the offensive throughout, while the other side had acted on the defensive, in much the same fashion as the tortoise is on the defensive when he draws in his head and shuts himself up in his shell. Blind prejudice, and obstinate ignorance, and mean wealth combined, formed the shell



ROOSEVELT JUNIOR HIGH SCHOOL

which had withstood our blows this time. We would try and crack it the next time.

"During the ensuing year we got a few active and invaluable recruits, prominent among them being energetic, indomitable John T. Jenkins. Through his agency we won a number of intelligent mechanics to our side, who were moved to support the free public school as an American idea that every man should be proud of, and by their hostility to the selfish pleas of those rich men who were ready enough to call upon the body of the hard-fisted people for the protection of their property against fire, or for the preservation of the public security, but were unwilling to be taxed the paltry amount that would convert the masses into ten-fold better citizens and defenders.

"And when the first Monday in April, 1851, came, we broke the shell of prejudice, and ignorance, and cupidity effectually and forever. We elected our trustees, James Bishop, Henry Sanderson and Moses

F. Webb, by a large majority; and a new and auspicious era was opened in our city.

"But there was one more hard fight to be made and won before the adversary would acknowledge himself whipped beyond the hope of a resurrection. One week later than the meeting of the election of trustees—on the second Monday in April—town meeting was to be held. At this meeting, which was conducted *viva voce*, the amount of the school tax was to be determined on, based upon the per capita of each child between the ages of 5 and 18 in the township.

"Hitherto the amount per capita voted at town meetings in our township of North Brunswick had been considerably below the amount which the law permitted to be raised. We had made up our minds that there must be a change in the program, and determined that this time we would take every cent of school money that the law allowed. Fortunately, that year the voters from the rural districts needed an unusually large amount for roads. First we appealed to them to vote the full amount allowed by the law for schools, on the ground that their schools might thus be put on an improved footing, as well as our town. Our appeals, however, fell on deaf ears—they were perfectly satisfied with their schools as they were.

"Meanwhile, we perceived that our home adversaries were making an active canvass, and we began to feel somewhat blue on meeting with this repulse. We then tried our country friends on a new tack. We said to them: We find that you want an unusually large amount voted for roads this year. Now, we give you fair notice, that if you don't vote the amount we want for schools, we shall work and vote against the amount you want for roads. But, if you vote what we want for schools, we'll do our level best to help you carry the amount you want for roads. They very well knew that the city voters generally looked with small favor on any increase of their taxes for the benefit of country roads; and, after a count of our noses and a perception of the fact that we were young, active, made up of both political parties, and in dead earnest, they saw very clearly that if we carried out our threat they would get a very small appropriation. They gracefully yielded to our arguments, and as a consequence they got their road money, and we got our school money.

"The way was now clear, and on the 22nd of April, 1851, the newly-elected school trustees met and organized by the appointment of James Bishop as chairman and General Sanderson as secretary, whereupon they promptly took the initial steps which finally resulted in the erection of the Bayard street school house. Their first important step was to publish the following call for a public meeting:

“A meeting of the taxable inhabitants of School District No. 1, of the Township of North Brunswick, will be held at the City Hall, on Tuesday evening, June 3, 1851, at eight o'clock, at which time the trustees will ask authority to purchase a lot and erect thereon a suitable building for a public school for said district.”

“This meeting was largely attended; and as the people had now become thoroughly aroused and heartily interested, there was no going



SENIOR HIGH SCHOOL

backward, and the desired authority was granted by an overwhelming vote. After a careful study of various plans and an inspection of a number of school houses in other cities, a school lot was bought by the trustees in what was then the most central spot in the town (being the site of the old County Jail), the Bayard street school house was erected, a competent principal and an efficient corps of teachers were secured, and the public was at length notified that on the 15th of January, 1853, the school would be formally opened for the reception of pupils. Thus, in less than two years after the first election of trustees under the new departure, the public school idea had taken concrete form.

“The anxieties of the school trustees and their coadjutors, however, were not yet entirely allayed. Indeed, at this special juncture they were very keenly excited. For it had been diligently circulated through the town by some chronic soreheads that now a costly and

expensive building had been erected the people would not send their children to the school, and that the expensive corps of teachers which had been employed would be greeted by a beggarly array of empty benches.

"These ill-natured and busily disseminated predictions reached the ears of the trustees, and they were naturally anxious.

"We were all anxious as we gathered together in the school building an hour previous to the time that had been nannounced for the opening of the school, on that 15th of January morning. But our fears were speedily dissipated.

"Half an hour before the appointed time the street was alive with children of all ages and of both sexes and their parents, dressed as if for a gala day. And still they came for another hour and more, keeping teachers, trustees and half a dozen volunteers as busy as bees in receiving the pupils, ascertaining whether they had been vaccinated, deciding approximately upon the grade of their scholarship, and assigning them to the several departments for which they were provisionally judged to be best qualified. Before eleven o'clock had arrived the success of the new departure was no longer problematical. The children had presented themselves, had been admitted, provisionally graded and classified, and assigned to their respective rooms and teachers.

"No attempt, however, was made at instruction that day, which was devoted, as were several days thereafter, to familiarizing the children with the drill and methods of the public school and in grading them more accurately. Already, on that first day, the spacious building was crowded to repletion, and before the week closed the trustees were confronted by the new problem how to make room for the additional children who were continually presenting themselves and whom it was impossible to accommodate? How they solved the problem, and how the lusty plant which first blossomed on the 15th day of January, 1853, has perenially put out fresh shoots and borne new harvests of precious living fruit, I shall not attempt to recite. I shall only observe in conclusion: First, that before the close of that day we all knew that the public school had come to stay in New Brunswick; and, second, that if there is any one day in our municipal annals which specially deserves to be kept as a children's holiday, and to be commemorated by all our people with anniversary exercises and public rejoicings, it is the day that witnessed the opening of the first public school in New Brunswick."

Mr. Deshler died on May 10, 1909, at the age of ninety. He was the first superintendent of schools for Middlesex county.

DISTRICT No. 1, "THE NEW BRUNSWICK PUBLIC SCHOOL"

The history of the public schools in the city of New Brunswick is embraced in three periods. The first from April 22, 1851 to May 14, 1855, when the schools were under the control of three trustees; the second from May 14, 1855 to January 1, 1911, when elective Boards of Education consisting of twelve members, two from each ward, were the controlling body; and the third period from January 1, 1911, to the present under boards of education appointed by the Mayor and at present, consisting of five members. The law at present limits membership to five in cities under a population of 45,000.

On May 14, 1855, under the provisions of a special act, passed March 3, 1855, the following gentlemen were elected the first Board of Education:

First Ward—Elias Ross, one year; J. B. McGuinness, two years.

Second Ward—Charles Dunham, one year; Henry Sanderson, two years.

Third Ward—Randolph Martin, one year; A. D. Newell, two years.

Fourth Ward—Moses F. Webb, one year; George Janeway, two years.

Fifth Ward—John B. Hill, one year; A. V. Schenck, two years.

Sixth Ward—George H. Cook, one year; William J. Thompson, two years.

The Board organized by electing Henry Sanderson, president; John B. Hill, treasurer; and Dr. Charles Dunham, clerk.

On June 1, 1855, the Board adopted a set of By-Laws and Rules which with slight modifications were in use for many years.

In 1853 a survey of the School Districts of North Brunswick was made by the "School Committee" under the provisions of the School Law of 1838, District No. 1 was designated as "The New Brunswick Public School" and was bounded as follows:

"Beginning at the mouth of One-Mile Run on the Raritan River, thence up said run to George's Road; thence easterly to J. R. Hardenberg's, and southerly of C. L. Hardenberg's and James Neilson's so as to include them; and thence north-easterly to the Deep Gully; then down said gully to Raritan River; thence up said River to the beginning." New Brunswick was part of North Brunswick Township at this time.

It may be surprising to know that the first money paid by the city, to a public school teacher, was to a woman. On September 10, 1851, the Board of Education appointed Miss Anna Molleson a

teacher at a salary of \$125 for six months. She taught in a temporary room in the First Ward, but, not finding teaching to her liking, resigned January 26, 1852, receiving the first money paid for teaching in a public school in this city. She was succeeded by John Taylor, at a salary of \$350 a year.

The following is an extract from the first report of the Board of Education and is dated May 1, 1856, and was published in full in *The Fredonian* for May 7, 1856.

The Board of Education of the New Brunswick Public School, in obedience to the law under which they are constituted a Board, respectfully present their first annual Report, and following the order of the subject of report prescribed in said law begin with the

FINANCES

We have received from the Town Superintend't State Fund.	\$1,261.59
Township Tax	8,033.38
	\$9,294.97
We have expended for unpaid bills of former years.....	\$855.23
One years' interest on Mortgage	210.00
Interest on old temporary loan	264.06
Payment on account of same	303.18
Interest on loan from State Bank	45.50
Fuel and light	262.88
Repairs and alterations	408.93
Printing and Stationery	229.03
Cleaning house	48.35
Sundries	61.23
Insurance	41.55
Teachers' Salaries	5,836.97
Teachers' for Night School	201.81
Janitor	349.70
Gas fixtures and fittings	107.32
Taking the Census	25.00
	\$9,250.73
Leaving a balance in the hands of the Treasurer of	\$44.24

There are now twenty teachers employed, including the principal, and the following are their names:

John T. Clark, principal; Miss Adeline E. Coley, E. E. Thompson, M. S. Onderdonk, Francis E. Colby, Mrs. T. M. Appleton, S. H.

Beavers, Cornelia H. Young, Miss Agnes McLaurey, M. E. Van Norden, Annie D. W. Lott, L. A. Yates, Garret L. Vanderveer, M. E. Forman, Anna Van Arsdale, A. Parker, C. L. Tindall, A. R. Nevius, Harriet E. Smith, Mary A. Parsons.

They occupy positions differing in the extent of responsibility imposed and the requirements needed to fill them. They are all thoroughly competent to the stations they fill, and they constitute a highly valuable corps of instructors.



THIS SCHOOL WAS KNOWN AS THE LIVINGSTON AVENUE HIGH SCHOOL
It occupied the block upon which the Roosevelt Junior High School stands.
It was built in 1876.

All which is most respectfully submitted to the consideration of the people.

The question of additional school accommodations again came forward in 1868, with the suggestion of a separate High School building.

This caused one of the most bitter controversies that ever took place in New Brunswick. The chief argument used was that the city should not pay for the higher education of its children. That those wishing to send their children above the grammar grades should bear the expense. This argument was only a subterfuge as the real motive of the opposition was to keep Livingston Avenue a strictly residential street. The letters filling the papers of 1870-75 throw

a light upon the attitude of some of the most noted citizens and land-owners on the avenue at that date. They even went so far as to threaten to leave the city if the school was built. The school was built and Livingston Avenue became the school centre of the city while the names of the chief objectors are not to be found in our present day city directories.

The greatest forward step ever taken for the highest development of New Brunswick's school system was initiated by the purchase in May, 1872, of the lot on Livingston avenue, which is the site of the present Junior High School. There was much feeling against the purchase of a lot for school purposes on so fine a residence street and so far, as it then seemed to be, from the center of the city, and a protest was lodged against the plan by a number of citizens. Later several protests against the erection of a school building on this site were received by the Board, but these did not deter them from securing the necessary acts of legislation to permit them to issue bonds and carry out their plans.

From May, 1874, to May, 1875, the subject of erecting a school building on Livingston avenue, was discussed pro and con with considerable earnestness. Some of the citizens were in favor of more primary schools; others desired ward schools; while a majority of the Board of Education believed in the erection of a building on the avenue. The Board was careful to placate the enemies of secondary schools by denominating it a building for general school purposes.

March 6, 1875, contracts for the erection of a building according to plans prepared by Mr. Stephen H. DeHart were made at an aggregate cost of \$47,712. The site cost \$15,000. Ground was broken early in the Spring of the year.

May 10, 1875, at the election of six members of the Board of Education, quite an exciting contest took place, the issue being whether to endorse the action of the old Board in the erection of the Livingston Avenue building. The polls were opened at 12 m., and closed at 7 p. m., when it was found that 2,375 votes had been polled, probably the largest vote that ever was taken at one polling place in the same length of time in our State or Country up to that time. The old Board had been re-elected by a vote of three to one and the work of the new building was pushed rapidly forward.

The new school was in use for school purposes early in the Spring of 1876. Formal dedicatory exercises were held on May 4 of that year.

The first school building in the city was built on Bayard Street, in 1853 at a contract price of \$7,110.

September 1st, of that year, the Board finding that the Bayard Street building could not accommodate all who desired to attend the public school, obtained and opened the session rooms of the Presbyterian Church for the reception of pupils. April 20, 1854, the Board passed a resolution requiring the teachers to meet every Tuesday evening at the Bayard Street school for normal instruction. July 21st the Board resolved to purchase a lot on the "Old Trenton Road," now French Street, for \$500, for a colored school, and on September 10th, they made a contract for the erection of a building for \$1,050. It appears that the architect was paid \$3.00 for the preparation of plans.

Domestic Art was not unknown as a school subject in those early days, for in 1855 a Miss Mc-Laury was engaged as assistant in the highest female department, and among her duties she was required to give instruction in drawing and embroidery.

January 22, 1855, the first public school for colored children was opened, and on the evening of the same day the first night school was established for those who were unable to attend the day school. No other mention is made of its successors until 1886. Since that time night schools have been conducted every year.

October 8th, complaint from various citizens was reported by the Grievance Committee that their children had been suspended from school because of their failure to get singing books in accordance with the regulations of the Board. The following resolution was adopted:

Resolved, "That the principal be authorized to suspend pupils who neglect to procure books or utensils after two days' notice and report the same immediately to the Committee on Books and Stationery, and if in their opinion the parents or guardians are able to procure the necessary books, such pupils shall remain suspended until the meeting of the Board unless they shall before such meeting report themselves to the principal with such books and utensils."



FRANK REED

President of the Board of Education

A petition signed by Wm. G. Dunham, J. L. Chevalier and others, praying a discontinuance of singing and clapping of hands in the school, was presented to the Board, referred to the Committee on Teachers, who, "Immediately and respectfully reported that it is inexpedient to take any action upon the same." In accordance with the foregoing resolution several pupils were suspended from the school, which caused considerable excitement in the city. A public meeting of the citizens was held at Greer's Hall, on Friday evening,

October 26th, the proceedings of which were presented to the Board, read and ordered to be filed. It was unanimously:

Resolved, "That while the Board of Education deplores the irritation and feeling towards the Public School which the preamble and resolutions now presented manifest, they consider the complaints therein contained unreasonable and unfounded.

"That it is the opinion of this Board the discipline, efficiency and best interests of the school demand an adherence to the existing rules."

Thus ended the war upon singing in the Public Schools. The Board had maintained inviolate their right to "direct, control and govern the public schools," as against individual opposition.



FREDERICK J. SICKLES
Superintendent of Schools

On April 3, 1867, a resolution was passed—that in accordance with the recent State Law singing as a religious service, ceremony or form shall be discontinued in the schools under the charge of this Board, but this rule shall not interfere with or prohibit singing as an exercise or study. Later this resolution was rescinded.

From the opening of the Bayard Street School until 1867 various changes were made in the branches taught in the school. Mr. Pierce in 1867 prepared a fully outlined course of study for four years of primary work and four years of grammar school work, with a somewhat changed High School Course. Previous to 1857 Greek and French were both taught in the school.

The title of City Superintendent of Schools appears for the first time in the annual report of date, May, 1867, when Prof. Pierce is listed as Principal and City Superintendent.

In December, 1867, the teachers petitioned to have their salaries paid monthly, but this request was not granted.

January 21, 1869, the Board voted to pay the teachers monthly and did so thereafter. At a meeting of the board held December 7, 1871, "The President was authorized to sign a note for a sufficient amount to pay the teachers for the months of November and December."

It looks as if the Board could not keep its promise to pay monthly, it may also be noted here that at this period the finances of the city were not in the best of shape.

In 1868, for the first time, diplomas were furnished those finishing the High School course. On the 1st of July of that year the closing exercises of the first graduating class were held. The graduates numbered six or seven.

In 1863 the French Street School, which had been used for colored children, was opened to the overflow of white children from the Bayard Street School, and the colored children were housed in a Mission Sunday School House situated on Hamilton Street, in the rear of Rutgers University.



THE WOODEN FRENCH STREET SCHOOL which stood on the ground now occupied by the Washington School.

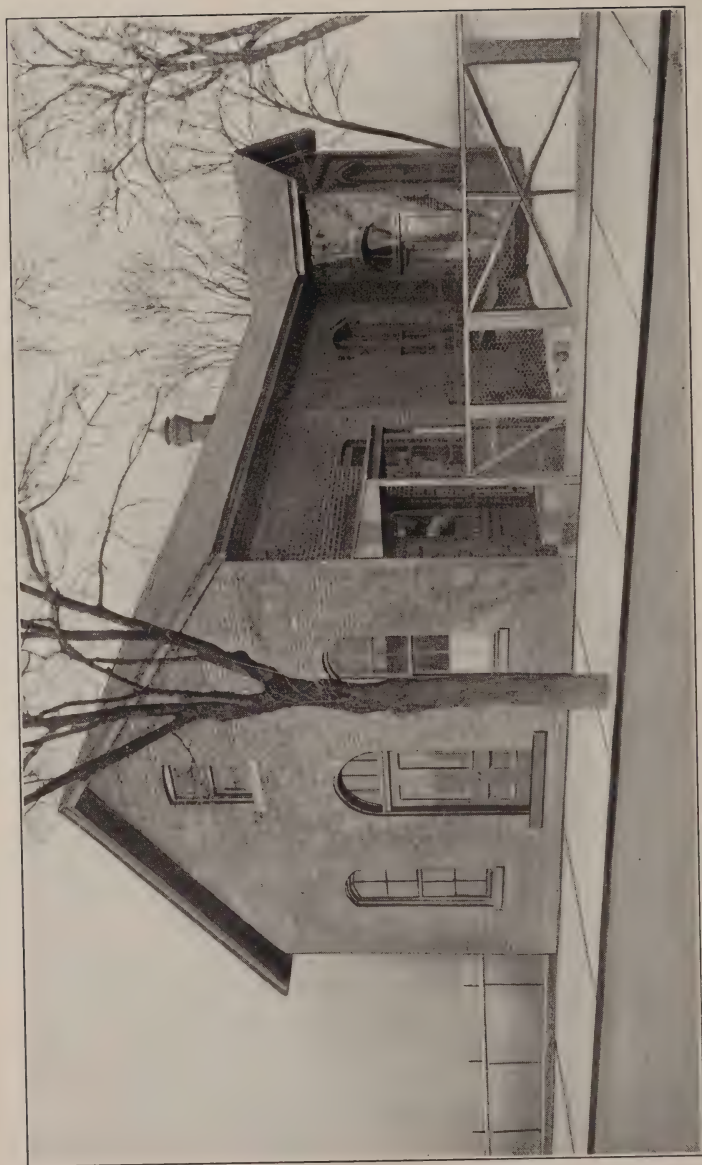
In 1872 the Board erected a brick building on Hale Street for the accommodation of colored children, and in 1873 a building on Guilden Street was erected for the primary classes of the Sixth Ward. In 1882 separate schools for colored children were terminated by law.

In 1861 the Board purchased a lot on the corner of Carman and Neilson Streets for \$750, and on August 27, 1862, Mr. Maloy, Chairman of the Building Committee reported that contracts had been awarded for a new school on that site at an aggregate cost of \$3,126.

The 12-room Washington School built on a lot owned by the Board at French and Louis Streets, was completed during the school year of 1899-1900.

Systematic instruction in music was begun in the year 1889-1890.

In 1889 the kindergarten was made a part of the public school system of the city. A motion is recorded on the minutes of the



OLD HALE STREET SCHOOL

New Brunswick's first and only school for colored children, Hale Street, between Jersey Avenue and French Street. Built 1872. In 1882 separate schools for colored children was terminated by law.

Board of August, 1888, that a fire drill be practiced in the schools.

Medical inspection was inaugurated February 4, 1908.

Manual training was introduced in September, 1909, with one teacher of wood-work. The appropriation was \$3,000, half from the city and half from the State.

For the first time beginning September, 1908, two of the principals of elementary buildings were relieved of teaching duty and made Supervising Principals.

Free text books were furnished by the Board in the school year 1894-1895.

Systematic truancy work was started in the year 1904-1905.

Departmental teaching was inaugurated in the eighth grades in 1905.

Storm signals were introduced in 1902.

At a meeting on February 7, 1906, following a suggestion from a former member of the Board of Education, Mr. Charles Deshler, the following report of the Building Committee was adopted:

The Washington School was named in memory of George Washington, "First in war, first in peace, and first in the hearts of his countrymen."

Our five other schools are named merely from their location. We recommend:

That the school on Bayard Street be named the Bayard School in memory of Col. John Bayard, member of the Continental Congress, and a Mayor of this city.

That the school on Carman Street be named the Lord Stirling School in memory of William Alexander, Earl of Stirling, senior officer from New Jersey and Major General in the Continental Army.

That the school on Hale Street be named the Nathan Hale School in memory of the martyr-spy whose last words were: "My only regret is that I have but one life to give for my country."

That the school on Livingston Avenue be named the Livingston High School in memory of William Livingston, the first Governor of the State of New Jersey, who was elected to that office in 1776, and served for thirteen years.

That the school on Guilden Street be named the Lincoln School in memory of Abraham Lincoln, President of the United States and author of the Proclamation of Emancipation.

The surprising information was given to the Board of Education by Superintendent Frederick J. Sickles at a meeting held shortly after the opening of the school year in September, 1930, that fifty-five per cent. of the children attending the Junior and Senior High Schools were of foreign influence. A study of the enrollment of the two schools revealed 2,179 pupils and of this number it was learned 966 pupils speaking only English were enrolled while 1,213 pupils showing foreign influence were enrolled in the Junior and Senior High School.

A summary further showed that students of Jewish descent lead the enrollment, Hungarian second, Italian third and German fourth.

A history of the public schools of this city would not be complete if mention were not made of the fact that the members of the Board of Education, from the introduction of the schools to the present, have served the city without the slightest monetary remuneration, and that the men and women who filled that position were of the highest type of citizenship.

The following have been the officers of the board:

Presidents

James Bishop	1851-1855	Chas. E. Spencer	1889-1892
Henry Sanderson	1855-1857	A. V. N. Baldwin, M.D.	1892-1893
Moses F. Webb	1857-1862	Robert L. Hoagland	1893-1898
Hugh N. Wilson	1862-1862	H. B. Zimmerman	1898-1908
John DeMott	1862-1863	J. A. Morrison	1908-1910
David Cole, D.D.	1863-1866	H. B. Zimmerman	1910-1911
George C. Ludlow	1866-1878	H. G. Parker	1911-1917
Henry L. Janeway	1878-1885	Ralph G. Wright	1917-1918
Joseph R. Palmer	1885-1886	Arthur L. Smith, M.D.	1918-1923
Frederick Staat	1886-1887	Daniel J. Wray	1923-1928
George Berdine	1887-1889	Frank Reed	1928—

Clerks

Henry Sanderson	1851-1855	James C. Harra	1889-1891
C. Dunham, Jr., M.D.	1855-1856	H. A. Kibbie	1891-1901
Joel S. Sweet	1856-1857	Morris Bauer	1901-1926
Lewis Applegate	1857-1886	Solomon Slonim (acting) ..	1926—
Ayres D. Inslee	1886-1889	Ralph Whiteman	1926—

Treasurers

John B. Hill	1855-1857	Otto O. Stillman	1905-1909
H. H. Palmer	1857-1859	W. Frank Parker	1909-1910
H. R. Baldwin, M.D.	1859-1861	Otto C. Stillman	1910-1911
William Maloy	1861-1867	W. E. Florance	1911-1915
Lewis Applegate	1867-1886	Joseph H. Ridgeway	1915-1918
Benj. F. Meyers	1886-1894	John J. Morrison	1918-1919
Joseph Fisher	1894-1902	William G. Howell	1919—
J. B. Kirkpatrick	1902-1905		

Principals of the Public Schools

Silas T. Bowen	1852-1853	Merwin Hollister	1860-1861
John T. Clark	1852-1857	Caleb M. Harrison	1861-1864
Charles T. Wight	1857-1860	Henry Waters	1864-1865

Superintendents of the Public Schools

Henry B. Pierce	1865-1885	Wm. C. Armstrong	1899-1910
Charles Jacobus	1885-1890	George H. Eckels	1910-1917
Ellis A. Apgar	1880-1891	Ira T. Chapman	1917-1923
George G. Ryan	1891-1899	Frederick J. Sickles	1923—



VOCATIONAL SCHOOL BUILDING No. 1

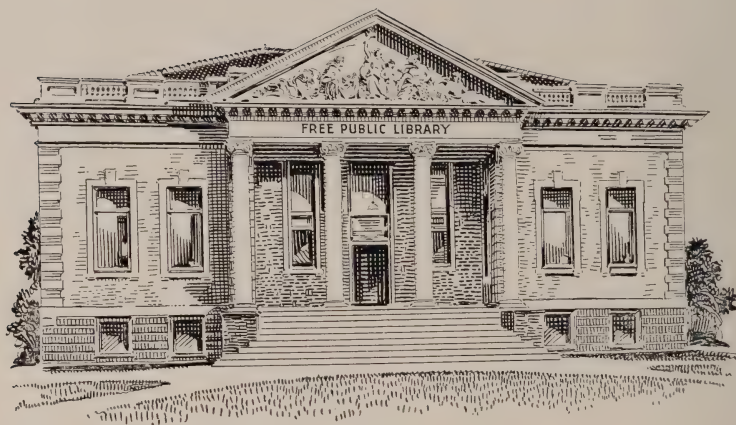
VOCATIONAL SCHOOLS

The late Dr. H. Brewster Willis, who for thirty-eight years was Superintendent of the Public Schools of Middlesex County, was the man who first saw the possibilities of County Vocational Schools. The law providing for the organization of the County as a unit for vocational education was scarcely on the books when Dr. Willis began to lay plans for taking advantage of the provision of the new law.

At a County School Board Association meeting held in Perth Amboy in 1914, Dr. Willis, Dr. Lewis H. Carris, then Assistant State Commissioner of Education, and Mr. Samuel E. Shull, City Superintendent of Schools at Perth Amboy, spoke in favor of vocational education and as a result, after much careful investigation and consideration, the Committee appointed by Dr. Willis made, in October, 1914, an application to County Judge Peter F. Daly for the appointment of a County Vocational School Board.

In September, 1915, the first school was opened on Guilden Street in the old public school building, New Brunswick. This was the first Industrial Vocational School to be operated under a county organization. The following year the second school was opened at Perth Amboy and two years later, the original school on Guilden Street being outgrown, the Freeholders appropriated over \$100,000 for the land and present No. 1 School on Easton Avenue.

The Vocational Schools of Middlesex County rank with the best of their kind in the country, both as to quality of work accomplished, and to standard of graduates.



FREE PUBLIC LIBRARY

FREE PUBLIC LIBRARY

Very early in the history of New Brunswick its citizens realized the importance of the Public Library. A meeting was called on the evening of January 15, 1796, to consider the advisability of founding such an institution for the use of the public.

Fifteen gentlemen attended this meeting and it was agreed that the shares in the new library should cost five dollars each, subject to an annual tax of one dollar and fifty cents. The name chosen was the Union Library Company. Mr. John Hill was elected Librarian, which office he continued in until his death, fifteen years later, when Miss Hannah Scott was appointed his successor. The library was situated in the house on the northwest corner of Albany and Neilson streets.

It was administered with varying success for some years. During the War of 1812-15, it was entirely suspended, but it was later revived by the earnest efforts of a few members.

About the year 1820 a second library was incorporated. In May, 1821, these two libraries were merged in one, called the New Brunswick Library Company. A catalogue printed in 1847 shows that at that date the library was still in operation under that name. The date of its final suspension is not now known. The books were eventually consigned to the care of the trustees of Rutgers College for

safe-keeping. In May, 1868, they were transferred by them to the Young Men's Christian Association, as the foundation of their library, which continued to circulate books until 1888, when the directors presented the books, about twenty-nine hundred volumes, to the Free Circulating Library.

There were in addition to these incorporated libraries several private enterprises, which were carried on for longer or shorter periods. Josiah Simpson kept a stationery and book store on Albany Street, about the foot of Easton Avenue. Here he also conducted a circulat-



FIRST LIBRARY BUILDING, CORNER OF CHURCH AND GEORGE STREETS

ing library. This establishment was transferred to Charles D. Green in January, 1812. He greatly enlarged the library department.

Another circulating library was kept for many years by Mr. Deeth, on Church Street, near Dennis. This library was in a flourishing condition during the Winter. The charge for the use of books was six cents per volume, books to be kept for one week.

In addition to these public methods, Dr. Ira Condict, professor of moral philosophy in Queen's College, 1809-1811, owned an excellent library, which he loaned among a limited number. He died in 1811, and the *Guardian* of June 11, 1812, contains a request that any persons having books belonging to Dr. Condict would please return them at once.

It may not be generally known that the first free circulation of books in the State of New Jersey was made in New Brunswick on March 23, 1883, when the Free Circulating Library opened its doors. Previous to this date a number of libraries in different parts of the State had free reading-rooms in connection with their circulating departments, but a charge was made for the home use of books. The Free Circulating Library was situated in the small frame house which stood for over a century on the southeast corner of George and Church Streets. It was later moved to the old State Bank Building at the corner of Albany and Peace Streets.

The Legislature of New Jersey on April 1, 1884, passed a law which provides for the establishment of a Free Public Library in any city of the State, if approved by a majority of the voters, and authorized for its support a tax of one-third of a mill upon each dollar of assessable property in the city. In the opinion of the Trustees of the Free Public Library, such a library would have a wider sphere, and rest on a firmer basis than one supported by voluntary subscriptions. They therefore caused the question for or against a Free Public Library to be submitted to the voters at the Municipal election in April, 1900. The result was a practically unanimous vote in favor of it, and the Free Public Library of the City of New Brunswick was incorporated in April, 1891.

The Circulating Library at this time owned about eight thousand books. These were rented by the Public Library. In June, 1892, both libraries were moved to the corner of George and Paterson Streets which they continued to occupy until November 16, 1903.

The City of New Brunswick was presented by Andrew Carnegie in 1902 with \$50,000 for the purpose of erecting a library building, on condition that the city would engage to contribute \$5,000 a year for its maintenance and support, and provide a suitable site for the building. Mayor George A. Viehman backed the movement, while the library trustees opposed the suggestion, which resulted in one of the most bitter controversies known in the history of the city. A number of the trustees resigned, new ones took their place and the building was erected on the block of Livingston Avenue and Morris Street, at a cost for the building of \$51,287.51 and \$14,477.23 for the ground.

A history of the Public Library would not be complete without due recognition being made of the great services rendered by Mrs. James Neilson who, above all others, brought about the successful operation of that institution, and to whose memory a tablet was erected in the foyer of the library building. Mrs. Neilson withdrew from the management of the library in 1902.



WASHINGTON'S HEADQUARTERS

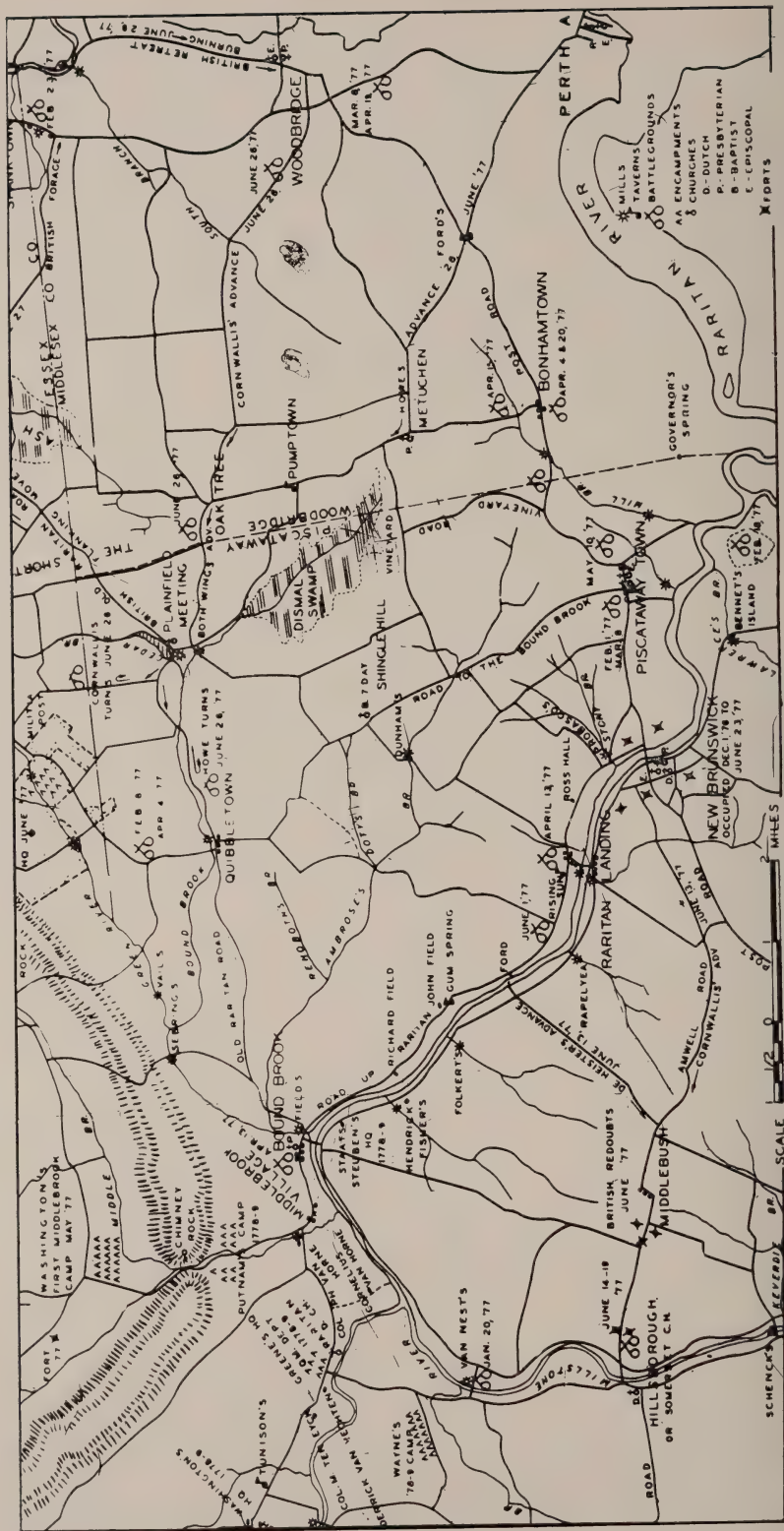
Southwest corner of Albany and Neilson Streets. In front of this building was read the Declaration of Independence, July 9, 1776.

At times it was known as Cochrane's, Le Grange's Stone House; Mariner's, Jaques', Sutton's, Sign of "17 Washington 76", Carlile's, Ayer's Tavern—Built by Peter Cochrane 1742. Owned and occupied by Bernardus Le Grange 1749-77. Colonel Simcoe's prison 1779. Surrender of Cornwallis celebrated 1781. Razed in 1876.

NEW BRUNSWICK AND THE REVOLUTION

Some of the earliest movements of the patriots in the Revolution, as well as some of the darkest of the days which followed, are associated with New Brunswick. Here the first meetings of the General Committees of Correspondence and of the Provincial Congress took place.

One must be impressed with the circumspect, orderly, and yet resolute manner in which this Province approached the struggle. Brave, strong men voluntarily took the leadership; men with a full realization of the terrors of war, and what it meant to them if the cause was lost. On June 1, 1774, a General Committee of Corre-



BATTLE GROUND OF THE REVOLUTION IN MIDDLESEX AND SOMERSET COUNTIES, SHOWING ONLY HIGHWAYS THEN EXISTING.

By Cornelius C. Vermeule, published for the first time in this volume, for which thankful acknowledgment is made to Mr. Vermeule.

spondence met at New Brunswick, expressed its sympathy with Boston in reply to a letter from that place concerning the closing of the port, and asked Governor Franklin to call together the Colonial Assembly, which he, being an ardent loyalist, refused to do. Meetings were held in the several counties, which appointed delegates to a Provincial Convention, that was held at New Brunswick July 21, and was in session three days. It condemned the revenue legislation of Parliament, recommended non-importation of taxed goods, resolved to collect money for the relief of Boston, but affirmed its "firm and unshaken loyalty to His Majesty, King George III."

After the battle of Lexington, a second Congress was assembled, meeting this time at Trenton, May 23, 1775, with 87 delegates in attendance. The imminence of a clash was now realized; nevertheless the Congress reaffirmed its allegiance. After the battle of Bunker Hill, this same body of delegates was reassembled August 5, 1775. It now seriously attempted to collect a levy of taxes, which the previous Convention had made in order to raise money for defense. It also took steps to organize the militia and assigned quotas to each county. Middlesex and Somerset Counties were called upon to raise two regiments of militia. For the Continentals, two companies were raised in New Brunswick. Captain John Conway and Captain John Polhemus were in command. Captain Daniel Pratt raised one at the Raritan Landing. Middlesex County had 1,250 men under arms in the American cause.

The Provincial Congress, which assembled at Trenton October 3, 1775, was a true governing body, which really took over the control of the Province. It proceeded in due course to exercise the sovereign powers of imprisonment, exile, confiscation of property, the emission of money, the laying of taxes. It exercised power over life and death, called out the militia and levied war. It was an autocratic body supported by the various committees of safety, in the several counties, whose word was final. In fact, it would be styled a terror in the present day.

Wednesday, April 19, 1775, was fought the Battle of Lexington and Concord.

As far as military and strategical results were concerned the battle was not momentous, but as a demonstration of a spirit it was magnificent. Though the embattled farmers technically won the fight by driving the trained soldiers of Great Britain back to their headquarters at Boston, the real achievement was the exhibition of courage to do and dare all in the defense of their homes and their country. It was the American spirit which never since has failed to show itself

at critical moments. For the Revolution it was the fanfare which eloquently announced the challenge of right against might.

The original dispatch giving the news of the Battle of Lexington was forwarded by the Committee of Watertown, Mass., at 10 o'clock A. M., April 19, 1775, by express rider to Philadelphia. At 2 o'clock in the morning of April 24th, the dispatch reached New Brunswick, was endorsed by "Wm. Oake, James Neilson and Az. Dunham, Com." and sent on its way to Princeton. When the news spread through the town all was excitement and action. The patriotic spirit of the inhabitants knew no bounds, "If it must be war, well war they shall have," and the loyal spirit of New Brunswick never faltered in those trying days.

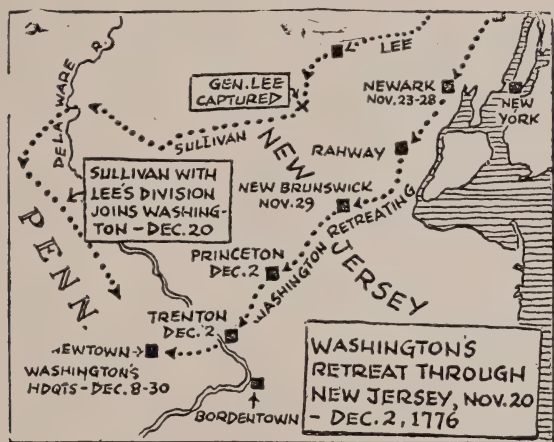
Any one with an impartial mind that will now approach the records of the American Revolution will be struck with three features of it. First, the mad daring of a revolt, without armament, army, centralized government, cohesion, or a cent of money, against the foremost power in the world; next, the intensity of the feeling aroused by the conflict; and then the almost miraculous way in which men were raised up to meet emergencies and save the cause from ruin.

In a year and a half of warfare the Colonists had won but two important victories—they had driven the British out of Boston and had kept them out of Charleston. All the rest, for Washington and his tattered battalions, was a record of bitter defeat, of ruin staved off by a miracle or a stroke of genius.

In August, 1776, Washington had fought the battle of Long Island. He lost the Island and 600 of his best men were killed, 1,000 were captured. In November he had lost Manhattan and with it 2,600 soldiers, caught like rats behind the ramparts of Fort Washington. He had lost Fort Lee, on the Jersey side, leaving behind large supplies of guns, food and clothing.

On the 28th of November, 1776, as the British entered Newark, Washington and his army marched into New Brunswick where he formed a junction with the troops of Lord Stirling. At this time a large number of his soldiers were entitled to their discharge and no persuasion could induce them to re-enlist. It was Washington's hope with the aid of the New Jersey militia to make the banks of the Raritan the bounds of the enemy's progress, but on the first of December the army was greatly weakened by the expiration of the terms of enlistment of the Jersey and Maryland Flying Camps, and, as the Militia did not come in as soon as was expected, another retreat was the necessary consequence.

The manuscript diary of Thomas Contee, of Prince George County, Maryland, kept by him during the months of October, November and December, 1776, while on a journey from Annapolis to General Washington's camp near New Brunswick, in company with John Hansen, of Charles County, Maryland, under date of December 1 he describes, as an eye witness, the beginning of the fight at New Brunswick, when Washington destroyed a part of the bridge over the Raritan and cannonaded his pursuers under Cornwallis. He states:



We rode out to the bridge to see Smallwood's (General William Smallwood, of Maryland) battalion. Met General Washington and some other generals, and were informed the enemy were advancing. We rode to Brunswick to see the officers of Smallwood's battalion. They were ordered to their post on an alarm. General Chamberlain and myself rode up the hills above the town. We saw the enemy's light horse approach towards the ferry at Brunswick. In a short time the field pieces appeared, and they fixed upon a hill and began to cannonade the town. We saw the first fire and remained until several shots were exchanged from our side. The enemy fired six to our one.

Leaving Major Gist's Maryland regulars, which were now reduced to 190 effective men, with Lord Stirling's and Gen. Adam Stephens' brigades, to cover the retreat, Washington, on the approach of the British, December 2, 1776, retreated to Trenton where he arrived December 4th, and removed his baggage and stores across the Delaware River and, having been reinforced by about 1,500 Maryland, Delaware and Pennsylvania troops, retraced his steps, but finding Lord Sterling in retreat before a much larger force, returned with his whole army to Trenton where he remained until the seventh when on the approach of the enemy it was thought best to cross the Delaware River.

Washington had been brought to the brink of final disaster on the banks of the Delaware at Trenton. Only the inertia of an enemy who could have destroyed him at any one of a dozen times during the last six months had saved him.

When Washington crossed into Pennsylvania, December 7th and 8th, Canada had been lost; the British had landed at Newport and held New England in check; Connecticut, New York, New Jersey

and Pennsylvania were swarming with Tories eager for the ruin of the patriot cause.

The ill success of Washington in the early part of the campaign, the English-born citizens of the State, who did not want to sever their allegiance to their home country, those who were always ready, then as now, to get in on the winning side, all contributed to a state of unrest and uncertainty, of fear and trembling.

Washington's retreat was censured by some as cowardly and disgraceful, but those critics did not know that this little band



COLONEL JOHN NEILSON

was at one time less than 1,000 effective men, and never more than 4,000, and that the British, as a rule, kept their fighting strength at about 8,000, exclusive of their artillery. This handful of Americans retreated slowly across the State, harassed on all sides by well armed foes, with a loss of not more than a dozen men from all causes. Had these critics know this they would never have given utterance to the harsh words which they aimed at Washington and his advisers. Howe's first design extended no further than to get possession of East Jersey. Lord Cornwallis had orders not to advance beyond New Brunswick, but finding the advantages that might be gained by pushing on to the Delaware, and the possibility of getting to Philadelphia, he asked for re-enforcements and accordingly was joined by Lord

Howe on December 6th, with the 4th Brigade of British under the command of Major-General Grant. This corps marched in two divisions, and on the 8th, the first advanced to Trenton just in time to see Washington's rear guard pass. Up to this time everything was with the enemy, who becoming intoxicated with their success, resolved to enjoy the fruits of their conquest. Fearless of an attack from a weakened army, they spread misery and desolation wherever they went.

The British occupied New Brunswick and its vicinity, including Six-mile Run, Middlebush, Piscataway, Bonhamton and Woodbridge, from December 1, 1776, until June 22, 1777. During their stay they levied severe contributions upon all who espoused, or were in any way connected with those who espoused, the side of independence. Their outposts and foraging parties pillaged the people without mercy. Within this brief period of six and a half months the British plundered 664 persons, and burned over 100 dwellings, mills and other buildings within the limits of Middlesex County. The assessed valuation of the property thus destroyed was £86,214. The severity of this loss may be more clearly estimated if it is borne in mind that the total population of the county in 1775 was about 12,000. If from this number are deducted 1,300 negroes, and 700 adult white males who were not heads of families, the population over whom all this devastation was distributed did not exceed 10,000, of whom only one-fifth, or 2,000, were householders. So that one out of every three householders was pillaged, and one in twenty had a house burned. New Brunswick paid a heavy penalty for the entertainment of its unwelcome guests.

The following filed claims for damage and loss:

Azariah Dunham. House plundered and occupied. Loss over 218 pounds sterling.

J. Schureman. Store houses burned, negro and horses stolen, and merchandise carried off. Loss 378 pounds.

John Dennis. Valuable merchandise, wines, etc., carried off and house sacked and plundered. Loss 1,597 pounds.

John Lyle, Jr. Negro stolen and house plundered. Loss 181 pounds.

Abraham Schuyler. House plundered. Loss 34 pounds.

George Hance. House damaged and goods plundered. Loss 181 pounds.

Jacobus Van Huys. House damaged and goods plundered, farm devastated and negro stolen. Loss 500 pounds.

John Slight and John Voorhees had their shoe shop plundered. Loss 183 pounds.

Barent Stryker. House plundered. Loss 33 pounds.

Peter Farmer and Ferdinand Schureman lost property worth 23 pounds.

William Williamson. Negro and horses stolen and farm ruined. Loss 825 pounds.

Abraham Buckelew and Jonathan Roeff footed their losses up to 3,910 pounds.

General Green writes from Trenton to Governor Cook:

When we left Brunswick we had not three thousand men—a very pitiful army to trust the liberties of America upon. We are endeavoring to collect a sufficient force to give the enemy battle, or at least to stop their progress.

Washington wrote to Congress:

We have had another proof of the folly of short enlistments. The time for the five months men expired at this critical period. Two brigades left us at Brunswick, notwithstanding the enemy were within two hours' march and coming on. The loss of these troops at this time reduced his excellency to the necessity to order another retreat. Here we are endeavoring to draw our forces together. The Philadelphia and Pennsylvania militia turn out with great spirit, but the Jersey militia behaves scurvily, and I fear are not deserving of the freedom we are contending for."

Things were very dark on the side of the patriots, and looking at them as they appeared at that time, one can appreciate the feelings of Washington when he wrote to his brother, "I am wearied almost to death with the retrograde motion of things, and I solemnly protest that a pecuniary reward of twenty thousand pounds a year would not induce me to undergo what I do; and after all, perhaps, lose my character, as it is impossible, under such a variety of distressing circumstances to conduct matters agreeably to public expectation, or even the expectations of those who employ me, as they will not make proper allowance for the difficulties their own errors have occasioned."

What Washington thought was the most pronounced cause of these errors, is plainly stated in the following letter to the President of Congress, dated at Trenton, December 5, 1776.

Sorry am I to observe that the frequent calls upon the militia of this State, the want of exertion in the principal gentlemen of the country, or a fatal supineness and insensibility of danger, till it is too late to prevent an evil that was not only foreseen, but foretold, have been the cause of our late disgraces.

If the militia of this State had stepped forth in season—and timely notice they had—we might have prevented the enemy's crossing the Hackensack, although without some previous notice of the time and place it was impossible to have done this at the North River.

We might with equal probability of success have made a stand at Brunswick, on the Raritan, but as both of these rivers were fordable in a variety of places, (knee deep only) it required many men to defend the passes; and those we had not.

While the enemy was in this situation, their position was made more secure by the capture of General Lee, who was, unfortunately, taken in the rear of his army December 13th, at Baskingridge, by a party of Light Horse, commanded by Colonel Harcourt.

The fortune of the American arms was at its lowest ebb, but the tide was on the turn. Pennsylvania became thoroughly aroused at the distress of America, and poured forth its yeomanry to the assistance of the Continental Army. What followed, we all know well, was the battle of Trenton, that master tonic of the Revolution, which infused a new life into the American heart.

When the British army went into quarters in 1776 it contained about 4,000 men, on the Delaware, at Bordentown, Trenton, the White Horse, and Mount Holly, and the remainder of the army was distributed from that river to the Hackensack. Strong corps were stationed at Princeton, Brunswick and Elizabethtown. General Washington at once perceived this dispersed situation of the army and mediated a blow which might retrieve our then almost ruined affairs. He formed the plan of attacking all these posts on the Delaware at the same time, and if successful in any or all of them, he hoped to inspire new courage in our people—to defeat the designs of the enemy, and relieve Philadelphia, then plainly seemed to be threatened. The American army was posted above Trenton, from Yardley's up to Coryell's ferry. The Pennsylvania flying camp and the Jersey militia, under General Irvine, extended from Yardley's to the ferry opposite Bordentown. General Cadwallader with the Pennsylvania militia, lay at Bordentown, and still lower down the river. It was arranged that Washington, with 2,400 Continental troops, should cross at Mackonkey's ferry, nine miles above Trenton. General Irvine was to cross at Trenton ferry, and secure the bridge below the town. General Cadwallader was to cross at Dank's ferry and carry the post at Mount Holly. General Washington made the masterful passage of the Delaware on the night of the 25th of December, 1776, amid the misted obstacles of a violent snow and hail storm—a severely cold night and a river filled with ice, and began the battle of Trenton at 8 o'clock in the morning. He captured 1,000 British regulars, took six field pieces, and 1,000 stand of arms. The same causes which impeded his progress prevented the passage of this river by the other Generals, and thus a great part of the original plan was defeated.

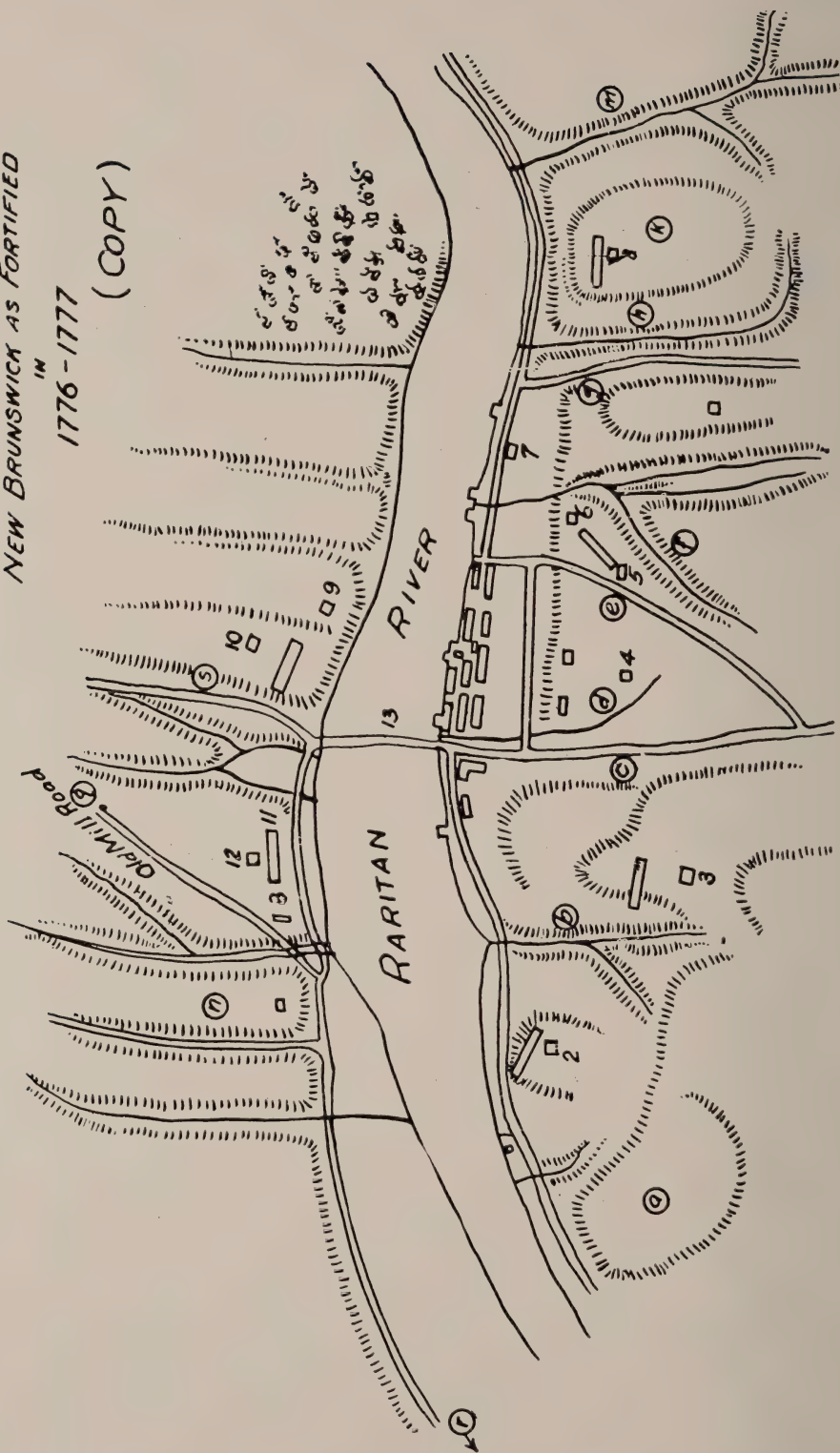
How successful the plan would have been, if executed, may be judged by the condition of the British troops during the Christmas festivities. Col. Reed, of Cadwallader's division crossed at Dunk's Ferry with some infantry on the same night, and despatched trusty

NEW BRUNSWICK AS FORTIFIED

IN

1776-1777

(COPY)



messengers to Mount Holly. They reported that they had looked into several houses in which soldiers were quartered, and had found them generally fast asleep, under the influence, it was supposed, of the spiritous liquors they had drank the preceding day. There appeared to be no apprehension of danger, and no attempt to guard against it.

The complete success of Washington's division at Trenton, effectually roused the British general and he again, after a few days of marching and counter-marching placed the American army in a very critical position.—They were prevented from re-crossing the Delaware by the state of the ice and were in the presence of a superior army. In this state of things he formed the bold and judicious design of abandoning the Delaware, and passing in the night by a circuitous route to the rear of their forces at Princeton, where he knew they could not be very strong. In the evening of January 2, 1777, the baggage was moved down to Burlington, and at one o'clock on the morning of the 3d, after renewing their guards at Trenton, and keeping their fires lighted, they decamped with the utmost secrecy over a frozen ground, by the Quaker road to Princeton. Early on the morning of the 3rd of January the battle of Princeton was fought; here Washington was again victorious. These two battles have been styled the turning points of the Revolutionary War, and it is believed were exceeded by none in the importance of their results. They saved Philadelphia; they recovered New Jersey; and more than all, they revived the drooping spirits of America, and gave a sensible impulse to the recruiting service through the whole United States.

KEY TO MAP OF NEW BRUNSWICK AS FORTIFIED

- 1.—Transverse (about the end of College Avenue).
 - 2.—Redoubt in front of 7th Regiment (about east end of Bishop Place).
 - 3.—Redoubt in front of Col. Loss Hessians (Easton Ave. and Hamilton St.).
 - 4.—Flesh—Hessian Post of the same Batl. (about Court House).
 - 5.—Entrenched House—a post of same Batl. (rear of Elks' Building).
 - 6.—Work to cover the left of the town, occupied by 26th Reg't. (near Oliver).
 - 7.—Work occupied by 26th Reg't. (near site of old Presbyterian Church, Burnet Street below Oliver Street).
 - 8.—Redoubt occupied by Col. Koyler's Bat'l Hess. Grenad's.
 - 9.—Flesh occupied by 28th Reg't. (Hill in Highland Park opposite Schureman Street).
 - 10.—Redoubt by 28th Reg't. (Adelaide Avenue).
 - 11.—Flesh occupied by Guards. (North of Raritan Avenue).
 - 12.—Redoubt by 35th Reg't.
 - 13.—A log bridge built by the army, 1777. (Albany Street).
- a.*—Buccleuch Park, *b.*—Mine Run (back of Rutgers Library), *c.*—Road to Princeton, *d.*—Barrack Spring Brook (Spring Alley), *e.*—New Road, *f.*—Lyel Brook, *g.*—Town Lane, *h.*—Miller's Run (Commercial Avenue), *k.*—Pine Tree Hill, *m.*—Still House Run, *n.*—Belle View, *q.*—Mill Road to Piscataway, *r.*—To Landing (River Road) *s.*—Turnpike, *k.*—Now New Jersey College for Women.

General Washington, after his victory at Princeton, in January, 1777, planned proceeding to New Brunswick and capturing the supplies and munitions of the British army, stored at that point. But on reaching Rocky Hill, he decided the plan was too dangerous and, after posting detachments of troops along the hills overlooking the Raritan, he proceeded to Morristown and there established his headquarters.

In the early spring of 1777, alarming reports came to him of the growing importance of the British army at New Brunswick, and in a dispatch which he sent to Congress, in March, he reported this new peril; warned Congress that his whole army in New Jersey did not amount to three thousand men and urged that immediate measures be taken to increase their numbers.

How confident the British were of crushing out the last hope of American liberty, is shown by the following extract of a letter received in London from a field officer in the King's army, dated New York, December 2, 1776. Just the day the British entered New Brunswick.

The rebels continued flying before our army. Lord Cornwallis took the fort opposite Brunswick, plunged into the Raritan river and seized the town. Mr. Washington had orders from the Congress to rally and defend the post, but he sent word that he could not.

He was seen retreating with two brigades to Trenton, where they talk of resisting; but such a panic has seized the rebels, that no part of the Jerseys will hold them, and I doubt whether Philadelphia itself will stop them.

The Congress have lost their authority, they ordered all the militia of Pennsylvania to be drawn out, they refused to march.

Their second order was for two companies of every regiment to be imbodyed and repaired to Washington, but they refused to do so.

The Congress consists now of only seven members at Philadelphia, and they are in such consternation that they know not what to do.

The horrid warfare the Tories of New Jersey countenanced and in which they participated was revolting. Governor Livingston in his speech to the Assembly, in 1777, said:

That the Royalists plundered friends and foes; effects, capable of division were divided; such as were not they destroyed. They warred upon decrepit old age, warred upon defenceless youth, committed hostilities against the professors of literature, and the ministers of religion, against public records and private monuments, books of improvement and papers of curiosity, and against the arts and sciences. They butchered the wounded, asking for quarter, mangled the dead, weltering in their blood, refused the dead the right of sepulchre and suffered prisoners to perish for want of sustenance.

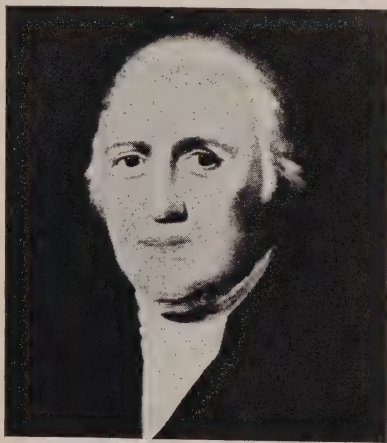
Deeds far worse than these, deeds of savage brutality, were the works, partially or wholly, of the Americans who adhered to the royal

cause. Not only did the Royalists plunder his neighbor, but we find Mr. Hampton, one of the Continental quartermasters, complaining that the militia of Essex were plundering in Middlesex. It would surprise and shock some of the citizens of Middlesex were they aware of the fact, that many of the most prominent inhabitants of the county were under the watchful eye of John Dennis and his associates, least they should stray from the fold. How close a watch this committee kept, and how well they discharged the duties imposed upon them is a matter of history. They had several hundred under constant, but secret guard. They made charges against John Hortwick, and the same were taken under consideration by the committee of safety, who reported that "John Hortwick has always been esteemed a good citizen and a hearty friend of this country; that he is a military associator, and as such has turned out on all occasions when required."

Mr. Hortwick was charged with getting supplies and sending them to the captain of the ship "Asia." The evidence proved that he and his sons were prisoners, and that he traded with the captain to fulfill an oath that had been exacted from him to regain the liberty of himself and his

sons. The committee recommended that he be forgiven, received into favor, and restored to good opinion of his countrymen. John Brown and Jacob Neifies, persons employed by Mr. Hortwick, were also charged with disloyalty, they were tried and acquitted.

William Halfpenny was a New Brunswick huckster who took the protection of the King. He was an old man who sold vegetables to the armies, and was charged with giving information to the British. He was arrested with Peter Overt, Francis Letts and a Mr. Lake by Major John Taylor on special orders of General Putnam. Halfpenny's case was considered of such importance that Washington made a report of it to the Continental Congress, an abstract of which is printed in the minutes of that body. James Wells and Richard Churchward, of Raritan Landing, acknowledged that they were in New York with the enemy, but said that they were obliged to go



MOSES SCOTT
Surgeon General in the Revolution

when the British troops left Brunswick. They were discharged on taking the oath of abjuration and allegiance.

Jonathan Clawson, of Piscataway, was brought before the board and on being examined said that he was threatened and frightened by the provincials to such a degree that he fled into Brunswick for safety, but was taken up before Colonel Dunn; Cornelius Clawson was brought before the board in a like manner. It being found that both were voluntarily within the enemies lines for a considerable time. They were given the choice of enlisting in the American navy or going to jail. They went to jail.

A man giving his name as John Brown was captured by a party of horsemen near the enemies' lines at New Brunswick. He proved to be John Lee, of Philadelphia. He confessed to Major John Taylor that he had introduced a number of recruits into New Brunswick for the purpose of joining the British army. One of the most rabid Loyalists that went over to the King was George Rapalje. He voluntarily took the oath of allegiance at New Brunswick.

The committee of safety appointed Thompson Stelle, a commissioner for the county of Middlesex, for seizing and disposing of the goods and effects of persons who had gone over to the enemy, he was taken prisoner, and William Manning was appointed on June 27, 1777 to take his place. This was a rather diplomatic, as well as an unsatisfactory position, but those were times when the spirit of patriotism led men to do their duty, and these men did it well.

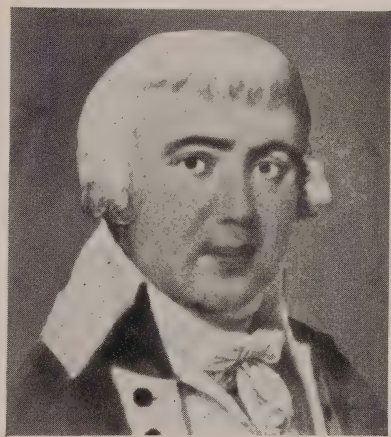
Hessians and Tories were let loose under orders from General Howe directing that: "All salted and meal provisions which may be judged to exceed the quantity necessary for the subsistence of an ordinary family shall be considered a magazine of the enemy and seized for the King, and given to the troops as a saving for the public."

Under such orders the pickling barrels and granaries of every Jersey farmer became a lawful prize, the captor in each case being the judge of the quantity necessary to be left for the subsistence of each family.

The farmers throughout this whole section of country were compelled to deliver over their stores into the hands of the British. At Three Mile Run the buildings were plundered, and frequently, fired. Barns were torn down to supply timber for the construction of a temporary bridge over the Raritan and some of the most wanton cruelties were inflicted.

But they were not allowed to remain in the undisturbed possession of the town. Little rest or relaxation was to be had in the beleaguered city. Rev. Abraham Beach, a Loyalist, complained bitterly of Wash-

ington's sharpshooters using his house as a convenient breast work to take "pot shots" at the British. Colonels Neilson and Taylor gave them constant trouble; Captain Guest was on the watch for a favorable opportunity to pounce upon the Hessians; James Schureman, who had learned something of war at the battle of Long Island, gave them no rest, while Captain Hyler, whose adventures with his whaleboats around States Island seem almost romantic, and who could fight on land as well as on water, kept them in constant apprehension. These officers watched every movement of the enemy, drove back their foraging parties into the city, and often skirmished with their outposts. Deeds of personal valor were of frequent occurrence, and traditions are preserved in the families of the town of heroism unsurpassed in the whole history of the conflict. Colonel Neilson organized a secret expedition against the outpost of the British on Bennett's Island, near Weston's Mills. With a picked command, numbering two hundred men, he stealthily approached the works on the morning of February 18, some time before daybreak. It was a clear, cold night and a fresh fall of snow rendered the undertaking extremely hazardous. But



BRIG.-GEN. ANTHONY WALTON WHITE

they reached the works without being discovered, and Colonel Neilson was the first man to leap the stockade. Captain Farmer saved the life of his commander at this moment by aiming a well-directed blow at the sentinel, who was in the act of discharging his musket into his breast. The short engagement lasted only a few minutes, when the works were surrendered by Major Stockton, who was the Acting Commander of the post in the absence of Colonel Skinner. Major Richard V. Stockton was called "the Land Pilot," and was sent to Philadelphia in irons by Colonel Neilson. When Washington heard of it he directed that he should be treated as a prisoner of war. One captain, several subordinate officers and fifty-one privates of the Sixth Battalion, New Jersey Loyalists, were taken prisoners, and a quantity of munitions of war captured. The British knew nothing of this happening, as only a few guns were fired, until some time during

the morning, when the Americans, with their prisoners and booty, were far on their way toward Princeton, where General Putman was stationed, into whose hands they delivered their spoils. Colonel Neilson and his men received from General Washington a very high compliment for the wisdom with which they had planned and the secrecy with which they had executed this most successful expedition.

When Howe held New Brunswick Washington was kept well informed of what was going on in the city. Abram Slight reported 8,000 at or near New Brunswick, more between that and Elizabethtown, to the number of 20,000, and that General Howe had arrived and would give the rebels sixty days to make their submission. He also said that he had seen two field pieces on the George's Road. Christian Hutman reported Brunswick as full of British troops. William Hunt saw every house full of Red Coats. Nicholas Hopper made the same statement.

Bettie Miller, wife of Jeremiah Miller, of Colonel Mile's second battalion, said, that the British were in Brunswick, the Hessians on the other side of the Raritan and that their numbers were said by some to be six, and by others ten thousand; and that some of their cannon were at the barracks and some on the other side of the bridge, all of which was very discouraging to Washington and his officers. Reports were continually made by the friends of Washington's little band. Although New Brunswick sheltered many a Tory, it must be said of the citizens in general that through the whole course of the war they proved themselves firm and determined Whigs, and inflexibly persevered in their attachment to the American cause in its most perilous and gloomy days.

The spirit and the pluck of the men of those days is well illustrated in the story that is told of William Lyons, a member of the Middlesex militia. On the march after the affair at Princeton, Washington noticed Lyons, as particularly large blotches of blood were left on the frozen snow behind him. The general seeing his condition, was moved to compassion and remarked to him, "My brave boy you deserve a better fate." "It's all right, sir," said Lyons, "There is no danger of my feet freezing so long as the blood runs. I am perfectly satisfied, and thankful to know that I have tried to kill one Red Coat and hope to get the chance to do so again before long."

While other cities of the State were arguing whether or not they should join the Patriot cause and cut the ties that bound them to the mother country, the south ward of New Brunswick took vigorous action and on June 19, 1776, sent a petition to the Council of Safety

"praying that a new government be established, and that a speedy and absolute independence upon Great Britain be proclaimed.

While in New Brunswick, Lord Howe made his headquarters in the large brick building on Burnet, near Hiram Street, and known as the "Neilson House," now the office of the Howell Lumber Company. The Hessian commander, DeHeister, had his headquarters in the Van Nuis house. This house was built by John Van Nuis, in 1727. It



"NEILSON HOUSE"

General Howe's Headquarters December 2, 1776 to June 22, 1777. This building stood at 265 Burnet Street, and a part of it still stands as an office for the Howell Lumber Company. Built before 1733, burned and rebuilt 1768.

was erected on what is now Neilson Street, between Schureman and Liberty Streets. It was razed about 1870.

During the short stop made in the city by General Washington, his headquarters was located on the southwest corner of Albany and Neilson Streets, on the site of the present Public Service building.

When the enemy entered New Brunswick fortifications were thrown up on the hill beyond the Theological Seminary, and two important outposts were erected, one at Raritan Landing, on an eminence overlooking the river, the other on Bennett's Island, two miles below the

city. Many of the officers were quartered upon the inhabitants and on the property of William Van Deursen, below New street, there was an encampment with a redoubt thrown up for their protection.

Many of the citizens were compelled to abandon their residences, all business was suspended, public worship broken up, and the whole town was under control of the enemy. The British army immediately appropriated to their own use all the public buildings of the city. The pews were taken out of the Dutch Reformed Church, on Neilson Street, and it was converted first into a hospital, and afterwards into a stable. The Presbyterian Church on Burnet Street was burned.

The main stores of the British were at New Brunswick, under a small guard, and being very much alarmed as to their safety, and the fact that the prosecution of further offensive operations were out of the question, they marched immediately after the affairs at Trenton and Princeton, to guard them from attacks by the patriots. These supplies were obtained from Amboy, but for three months, January, February and March, 1777, they were completely shut off from all relief, and were compelled to lurk within the scanty confines of New Brunswick and Amboy, surrounded by detached corps of Americans whose advantageous situation enabled them to discover and repel any plundering party that hunger forced to sally out. Scarcely a day passed without an attempt to forage and plunder, but the bravery and vigilance of the Patriots obliged the enemy to return commonly without plunder, and often with a very great loss of their men and baggage.

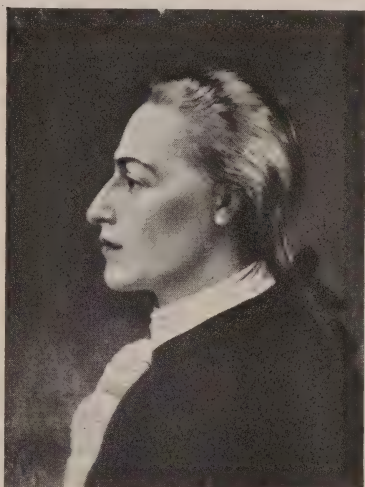
The English and Hessians did not get along together very well. The quarrels that took place at Trenton and Princeton between the officers had spread to the ranks, and at one time it became necessary to disarm over 200 Hessians pending a settlement of the dispute by General Howe. Another source of discontent among the British soldiers was, that they were jealous of the plunder the Hessians got. They insisted upon the same privileges, which General Howe was obliged to allow. The devastation they made wherever they went cannot be surpassed in history. They made no distinction; Whig or Tory was all the same to them.

On Friday, December 17, 1776, a party of Patriots made an attack on the picket guards for the purpose of destroying, if possible, the magazine and stores of the enemy. They were repulsed and lost about 30 men in killed, wounded and prisoners. These attacks were very frequent and constituted one of the main reasons for the maintenance of a strong force to protect the stores.

While the enemy occupied the city many encounters took place, and the treatment of the townsfolks was nothing better than that given to

their neighbors, nor should it be expected, for the patriotism of Middlesex County well stood the test. Howe's supplies were obtained from Amboy, but for three months they were completely shut off. To relieve this, various foraging parties were sent out, one of the most successful of those was that of February 8, 1777, which surprised a body of Americans at Quibbletown, and captured everything in the camp as well as killing 12 Americans and taking a captain and five privates prisoners, who were brought back, with the forage to New Brunswick.

The supplies taken in this manner could not relieve the wants of the troops, and as the provisions must be replenished, word to that effect was sent to Amboy, on the receipt of which it was decided to send a fleet up the river in hopes of escaping the sharp eyes of the ever alert patriots, but the scheme was destined to fail, for just as the boat scame in sight of the city they were discovered and fired upon with such force that five of the boats were sunk and the remaining ones forced back to Amboy. Later another relief expedition was sent out on foot, but also failed to reach its destination. One of the reasons given for its failure was that the officers in command made



COLONEL JOHN TAYLOR

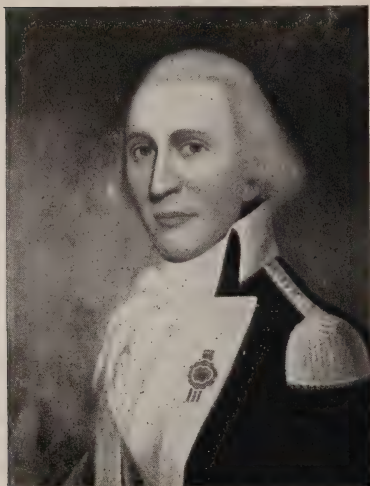
a detour of about fourteen miles for the purpose of capturing General Maxwell and his party at Spanktown. He found his fatal mistake when it was too late to remedy it, for he discovered that he had surrounded a nest of American patriots who soon put his whole body to flight. This skirmish took place March 8, 1777. The men and troops engaged on the American side were: Colonel Patten's battalion of Pennsylvania Militia, a part of Colonel Thatcher's New England troops, Colonel Cook's Pennsylvanians, also Colonel Martin and Lieutenant-Colonel Lindsley, of the Eastern Battalion of Morris County, Jersey Militia.

On Tuesday, March 5, 1777, five hundred men of the American army attacked the Hessians, who were on picket guard near New Brunswick, drove them into the city, took eleven cows, two horses

and about twenty loads of hay, which the British had stacked up within their lines.

The enemy left New Brunswick on April 13, 1777, with the intention of surprising General Lincoln at Bound Brook, and had almost effected the design, through the carelessness of a militia guard, upon one of the fords on the Raritan River, but Lincoln got notice in time to withdraw himself and most of his men to the mountains just in the rear of the town.

Lieutenants Turnbull and Ferguson with a small party of Colonel Proctor's Pennsylvania regiment, were captured with two brass field pieces. This attack was made by Lord Cornwallis with Generals Grant and Mathews, with a body of British troops and Colonel Donop, with a detachment of Hessians. The British version of this affair says that the men captured were the most miserable looking creatures that ever bore the name of soldiers, covered with nothing but rags and vermin.



COLONEL FREDRICK FRELINGHUYSEN

Early in June the route to Amboy was again opened and troops sent forward to reinforce Howe, Cornwallis and DeHeister, the generals commanding the Tory forces.

On the twelfth of June, 1777, an elegantly equipped and hopeful army, numbering 17,000 men, under the command of these generals, marched away with flags and banners flying, and encamped at Somerset Court House, with the intention of inducing Washington to leave his post at Middlebrook, and in case he did not move, to force him from his stronghold. They scarcely realized what a difficult task they had undertaken in so doing.

For the few days that they made camp there, Colonel Morgan, with 500 riflemen, continually harrassed them, and in one small encounter killed 18 Hessians and captured several prisoners, which, with the deserters, and the unneighborly Washington on one side and Sullivan on the other, they found their stay so disagreeable that in a few days after their arrival they packed up their all and pushed off for more hospitable quarters among their own people in New Brunswick.

One of the most interesting letters bearing on the movements of both armies during this period, and especially when the author is considered, is as follows:

Corell's Ferry, June 15, 1777.

11 o'clock at night.

Dear General,

I have received no intelligence from General Washington since four o'clock last evening, at which time the enemy were encamped at Somerset Court House, supposed to be eleven thousand in number, under the command of Generals Howe and Cornwallis.

This is doubtless their main body. Their first design seems to have been to cut off General Sullivan's retreat, and possess themselves of this place. Finding that General Sullivan had frustrated their intentions by a forced march, they appeared to have given over their first design, and now wish to draw General Washington from his stronghold, which if they effect, probably a body from Brunswick will take possession of—— General Washington will doubtless disappoint them, as he remains quiet in his encampment.

The militia turn out in great numbers in the Jerseys. General Sullivan has gone to Flemington, twelve miles from this. The troops that arrive are immediately sent after him. I am very fearful that the enemy will retire to Brunswick before you arrive with your re-enforcements, and oblige us to attack them at a disadvantage, for fight them we must, when all our re-enforcements are in. We cannot avoid it with honor. Our men are in high spirits, and in four days we shall have upwards of twenty thousand. General Putnam has eight thousand with him, General Washington has written three days since for four thousand to be sent immediately to him. I expect every minute to hear from our army and the enemy. Every intelligence of consequence shall be forwarded to you directly.

I am yours, etc.,

B. ARNOLD.

Major General Mifflin.

It does not seem creditable that the man who could write a patriotic letter of such a type should become the arch traitor of the American Revolution—and yet it is a fact, much to be regretted.

Just about the time Benedict Arnold had finished his letter an express arrived with the news that the enemy were in motion, but that their design was unknown.

The morning dawned, and its grey light revealed the fact that Arnold's fears were well founded. The enemy had commenced to retreat to New Brunswick. While on their way they were kept very busy by some of the Jersey Militia and Pennsylvania Riflemen, a party of whom made an attack on a camp of the enemy, who were posted on a bridge over the Millstone river, near the mills of one Abraham Vannest, and killed about 36 British. Later on a detachment of 350 Americans attacked a party of about 700 of the

enemy near Bonhamtown, on the road between New Brunswick and Perth Amboy. The superior strength of the British put the party to flight. General Washington and his men, as a general rule, kept to the mountains, while the British were on the flat lands, as near as possible to the coast, where re-enforcements could be most easily obtained from the incoming ships.

The British posts were located along the main roads leading to Amboy, but the main outposts were stationed near Bonhamtown, Piscataway and the vicinity. The American strongholds were at Metuchen, from where they stretched in a chain along to the mountain range that runs along that section of New Jersey. The Americans were, as a rule, the aggressors, and for that reason the majority of the brushes that took place were on the British ground, making the Amboy road one of the most interesting localities connected with those days.

On December 3, 1776, the day after the British had taken possession of New Brunswick, Captain Weiterhausen, of the Grenadiers, was shot dead, while crossing the bridge over the Raritan at New Brunswick, by a patriot, who was concealed on a pier under the bridge. Incidents of this nature undertaken and carried out by individuals made the life of a Tory, and especially an officer, a very uncertain quantity. In fact the shadow of death continually hovered over them, either from the treachery of the spies in their own ranks or the ever watchful patriot, looking for his chance to even up an old score.

During this time hardly a day passed without a clash of some sort. Among these skirmishes, one in particular is worthy of note, it was made by General Stephen's division early in May, 1777. The division being hastily assembled from different posts, attacked the 42nd, or Royal Highlanders' Foot Regiment, 2nd Battalion of the 71st, or Highland Foot, commanded by Major Simon Foster, and the 33rd, of which the Honorary Colonel was Earl Cornwallis, also six companies of light infantry posted at Bonhamtown, Piscataway and that neighborhood. It was a bold enterprise, as the enemy might have been easily reinforced from New Brunswick, the Landing, or Amboy, at which points they had stationed large camps. The Americans made a sudden attack on them while at dinner, which proved a total surprise, killing Major McPherson, three subalterns, three sergeants and about sixty privates. Major Fraser of the 71st, and Captain Stewart of the Light Infantry, and 120 privates were wounded, 40 of them so dangerously that they were carried to New York. The loss to Stephen's men was two killed and a captain and three subalterns and

eleven privates wounded. One subaltern was seriously wounded and was taken prisoner with twelve of his men.

The advantage gained over the enemy by this attack caused them to send to New York and bring out one battalion of Hessians and the 10th and 55th British regiments to reinforce these posts. The action was conducted by General Maxwell, and the troops engaged were Jerseymen, Pennsylvanians and Virginians. Later on in the month the Americans tried their luck again, but were not so fortunate. They made an assault on the 42nd Highland Regiment at Piscataway, who were on picket duty. In a short time this was supported by other companies and retreated into the woods, where notwithstanding the superior strength of the Americans, they maintained their ground until joined by the rest of the regiment, when a heavy fire commenced which caused the Americans to retreat. On their way out they fell in with the Light Infantry, quartered between Piscataway and Bonhamtown, who were going to the support of the 42nd. The Americans, who up to this time had maintained some show of discipline, now broke away in great confusion to their camp at Metuchen. The British loss was 26 officers and men killed and wounded. Of the Americans 40 were found dead in the woods next day, and 36 taken prisoner.

General Washington, in his report to the Continental Congress, dated "Headquarters, Middle Brook, June 22, 1777. Eleven o'clock p. m., says:

I have the honor and pleasure to inform you that the enemy evacuated Brunswick this morning, and retired to Amboy, burning many houses as they went along. Some of them, from appearance of the flames, were considerable buildings. From several places of information and from a variety of circumstances, it was evident that a move was in agitation, and it was general opinion that it was intended this morning. I therefore detached three brigades under the command of Major-General Greene, to fall upon their rear and kept the main body of the army paraded upon the heights, to support them should there be occasion.

A party of Colonel Morgan's regiment of Light Infantry attacked and drove the Hessian picket about sunrise, and upon the appearance of General Wayne's brigade, and Morgan's regiment—who got first to the ground—opposite Brunswick, the enemy immediately crossed the bridge to the east side of the river and threw themselves into redoubts, which they had before constructed. Our troops advanced briskly upon them, upon which they quitted the redoubts, without making any opposition, and retired to the Amboy road. As all our troops, from the defence of their station in camp, had not come up when the enemy began to move off, it was impossible to check them, as their numbers were far greater than we had any reason to expect, being, as we were informed afterwards, between four and five thousand men. Our people pursued them as

far as Piscataway, but finding it impossible to overtake them, and fearing that they might be led on too far from the main body, they returned to Brunswick.

By information of the inhabitants, General Howe, Lord Cornwallis and General Grant were in the town when the alarm was given, but they quitted it very soon after.

In the pursuit Colonel Morgan's riflemen exchanged several sharp fires with the enemy, which it is imagined, did considerable execution. I am in hopes that they afterwards fell in with General Maxwell, who was detached last night with a strong party to lie between Brunswick and Amboy, in order to intercept any convoys or parties that might be passing; but I have yet heard nothing from them.

General Greene desires me to make mention of the conduct and bravery of General Wayne and Colonel Morgan, and of their officers and men upon this occasion, as they constantly advanced upon an enemy far superior to them in numbers, and well secured behind strong redoubts. General Sullivan advanced from Rocky Hill to Brunswick with this division, but as he did not receive his orders of march till very late at night, he did not arrive till the enemy had been gone some time.

According to another letter from Washington to Congress dated at Quibbletown, June 25, 1777, it appears that it was his intention to move the whole army the day after the evacuation of New Brunswick to points nearer the enemy, so that he might act according to circumstances. He states that in this he was prevented by rain, and also regrets that an express sent off by him to General Maxwell to inform him of General Greene's movement towards New Brunswick did not reach him so that he might conduct himself accordingly. Washington was a trifle suspicious that the messenger went designedly to the enemy, but qualifies the statement by saying that there was reason to believe that the messenger was captured. He was of the opinion that had Maxwell received his orders there would be no doubt that the whole rear guard would have been cut off from the main army and eventually captured.

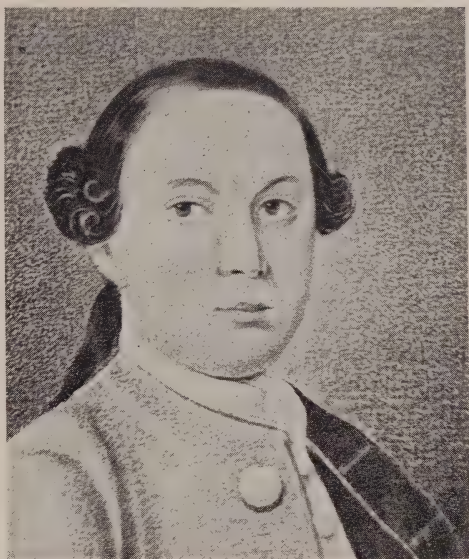
Washington's belief in the possibility of his messenger being captured and executed was well founded, as no quarter was given to anyone, by either side, who were caught with information of value to their opponents in their possession. Several of these executions took place about this time, and the death penalty was generally carried out by shooting the unfortunate victim. An exception to this rule was the execution of Abraham Patten, who was classed by the British as a spy from the Continental Army. He was hung in New Brunswick on June 2, 1777, between eleven and twelve o'clock. He had agreed to give a Grenadier of the British army fifty guineas to carry four letters to Washington and Putnam. The soldier took the money and carried the letters to Lord Cornwallis, wherein was proposed on a

certain day to set fire to the city in four places at once, blow up the magazine and then set off a rocket as a sign for the Americans to attack the town. Patten acknowledged all the charges against him, and also made a statement to the effect that he was a principal in setting fire to New York. He refused absolutely to divulge the names of his accomplices. He left a wife and four children at Baltimore, Md.

On the retreat of the British from New Brunswick, June 22, 1777, to Amboy, the Americans took possession of the city. General Maxwell, also General Parsons and his brigade, and Lord Sterling, with his division pursued the enemy for some distance, while the main body of the army, numbering about 6,000 men, camped in the city. The enemy laid their bridge, which was destined for use on the Delaware, across the sound from Amboy to Staten Island, by which it was evident they designed to escape if closely pursued.

Howe, after making the necessary preparations to cross with his troops to Staten Island, received intelligence that Washington's army had moved down from the mountains, and taken up a position at

Quibbletown, with the intention of making an attack on the British rear and being advised that two corps had also advanced on his left, one of 3,000 men and 8 pieces of cannon, under the command of Lord Sterling with Generals Maxwell and Conway, the other a smaller one of 700 men and one cannon. Howe thought it advisable to make a movement that might lead on to a general engagement, accordingly on June 26th he sent out two columns, the right under the command of Lord Cornwallis with Major-General Grant, Brigadier-Generals Matthews and Leslie, and Colonel Donop, took the route by Wood-



CAPTAIN ANDREW McMYRE

Lived on Albany Street below Neilson. Killed at the battle of Germantown, Pa. His picture hangs in Independence Hall, Philadelphia.

bridge towards Scotch Plains. The left column, under Lord Howe, with Major-Generals Sterne, Vaughn and Grey, and Brigadier-Generals Cleveland and Agnew, marched by way of Metuchen, where a junction was to be made by the two columns. Four battalions were detached with six pieces of cannon to take up a post at Bonhamtown. Cornwallis and his men fell in with the small wing of the Americans soon after passing Woodbridge, who gave the alarm, by the firing that ensued, to the main army at Quibbletown, which retreated to the mountains. Lord Cornwallis shortly after came up with the division commanded by Lord Sterling, who although making an heroic struggle to maintain his position, was forced to retreat with a loss of 3 brass cannons, 3 captains and 60 men killed, with over two hundred officers and men wounded and taken prisoners. The British loss was reported at five men killed and thirty wounded, among the latter being Captain Finch, of the Light Guards, who died in Amboy on June 29th.

The British troops engaged in the action were the 1st Light Infantry, 1st British Grenadiers, 1st, 2nd and 3rd Hessians Grenadiers, 1st Battalion of Light Guards, Hessian Chasseurs and the Queen's Rangers.

The Americans were pursued as far as Westfield with little effect, and joined the main army in the mountains. The British lay at Westfield that night, returned next day to Rahway and the day following to Amboy. On June 30, 1777, at ten o'clock in the morning, the British began to cross over to Staten Island, and the rear guard, under the command of Lord Cornwallis, passed at two o'clock that afternoon.

Captain Huyler was one of the most vigorous of New Brunswick's warriors. He was a special mark for the British. The annoyance he gave them was so great that an expedition of three hundred men, in several boats, fitted out to proceed to Brunswick and destroy his whaleboats. The plan was carried into effect January 7, 1782. The river was clear of ice, and, proceeding cautiously up the Raritan, they had nearly reached the town, when, at midnight, Mr. Peter Wyckoff was awakened by the barking of a watchdog, and at once concluded that an attack was to be made upon the city. Mounting a horse, he gave the alarm to Captain Guest, and spread the word from house to house, warning the inhabitants of danger. A scene of great excitement ensued. Lights flashed through the town, and in a short space of time all the able-bodied men were under arms. But the enemy had reached the whaleboats and set them on fire. Huyler's men came up and driving them off, prevented them from accomplishing their purpose. They now found that their only safety was in a

hasty retreat. The night was dark and a running fight took place in the streets. The British endeavored to reach their boats by passing down Queen Street (now Neilson) to their rendezvous at the foot of Town Lane. But they were intercepted at the Dutch church, from behind the walls of which a volley was fired as they pressed on eager only to escape. The principal skirmish took place at Mr. Agnew's, on Burnet Street, but they succeeded in reaching the river and made their way back to Staten Island. The enemy's loss in this encounter was four killed and several wounded. On the side of the Americans there was the loss of six persons wounded, none proving fatal, and five or six prisoners. A ball was shot through the body of John Nafey in this skirmish, but the prompt action of Colonel Taylor saved his life. This was the last engagement in or near New Brunswick.

Rivington's *Royal Gazette* was published in the City of New York. On Saturday, February 2, 1782, the editor re-published from Collins' *New Jersey Gazette*, printed in Trenton, Colonel Taylor's account of the "surprise" on the ninth of January previous, with this heading: "The Following Is the Rebel Account of the Excursion to New Brunswick":

LETTER

N. Brunswick, Jan. 10.

Mr. Collins—About 4 o'clock last Wednesday morning, near 300 of the enemy from New York, consisting of British and refugee troops, landed at the lower end of the town; our guards discovered their approaches on the river, by which means the inhabitants were alarmed about 15 minutes before they landed. They were attacked by a small party whilst landing, in which they lost two men. Reinforcements were thrown in to support this party, but being overpowered by numbers, and the enemy having gained the heights, they were obliged to retire. They then took possession of the town with very little difficulty, for the darkness of the morning, and the enemy landing at different places, prevented us from assembling in force. They had possession of the town more than an hour, during which time very little opposition was made. When the blessed light of the morning began to appear, they retired to their boats, and a smart skirmishing commenced, which would have been much more severe had not many of our muskets been rendered useless by the falling of snow and rain; during which action no marks of fear were seen on either side. We had none killed and only five wounded; Peter Nafies, a brave soldier, we are fearful, is in danger from his wound; the other four who are equally brave, are in a fair way of recovery. Six of the inhabitants were made prisoners. The citizens in general, with cheerfulness left their families and their property, and marched forth to oppose the enemy; they assembled with alertness and behaved with spirit; in short, no men in their peculiar situation could have done better. We cannot ascertain the loss of the enemy; they left two dead in the town; two more were killed upon their first landing, and they were seen to carry off several. We have reason to believe they suffered on their return from the well-directed fire of different parties

assembled on the shores from Piscataway and South River. The taking of the whale-boats appeared to be their principal object, which they accomplished. Credit is due to them for the execution of a well-concerted plan and much credit is due to them for their humane treatment of the defenceless part of the community. No burning or insults were committed, and only two families were pillaged.

I am, Sir, your humble servant,

JOHN TAYLOR, Lieut. Col.
Commandant 2d Batt. Middlesex Militia.

—*New Jersey Gazette*, Jan. 16, 1782.

It is estimated that Lord Howe, in moving his army from New Brunswick to Somerset Court House, and from thence back to New Brunswick, to Amboy for his embarkation to Staten Island, did not lose, in killed, wounded and desertions, much short of 1,000 men, something that goes far to prove that the operations of both armies during this period, were of greater importance than they are generally made to appear in American history. George Washington was in New Brunswick on various notable occasions. He stopped in 1775 on his way to take command of the army at Cambridge. In 1776 he was in the city two days, November 29 to December 1, with his army in retreat, Alexander Hamilton locating his battery on Seminary Hill above the crossing of the river. In 1778 after the Battle of Monmouth he brought his army here to rest, and had his army celebrate with ceremony and decorations the second anniversary of the Fourth of July when they were allowed an extra portion of rum.

In August, 1781, he drew together at New Brunswick his troops from their several camps to the north and started the march together southward to final victory at Yorktown, first revealing in this city what was until then known to no one but himself, that his plan was thus to the south and not down the Raritan for attack on the British in and near New York.

The news of the surrender of Cornwallis reached New Brunswick on October 26, 1781, and, as might naturally be expected in a place which felt the heavy hand of war, occasioned great joy and satisfaction. In the evening thirteen cannon were discharged, after which a number of gentlemen of the neighborhood, and several strangers, of whom were Sir James Jay and Richard Stevens, Esq., convened at Marriner's tavern, in order to spend an hour together in festivity and gladness. Mr. Kirkpatrick was made president for the occasion, and toasts were drunk, the drinking being according to law. The evening being thus spent, each gentleman drank a good-night to the company

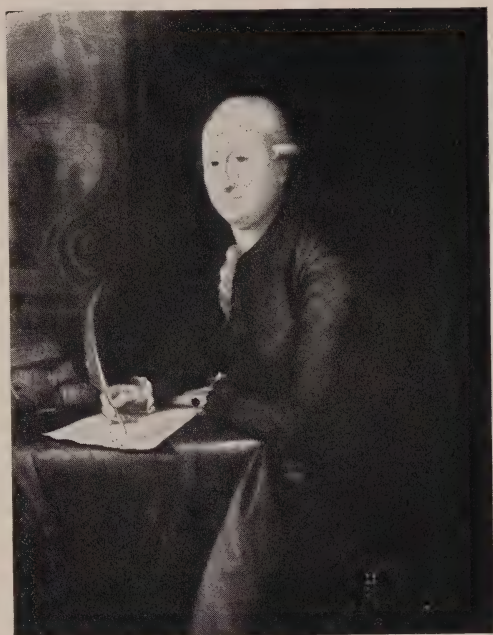
in a bumper and retired. On the following day a general holiday was declared and a grand celebration held.

The mighty stream of Revolutionary events rolled on to its end. The battles of Trenton, Princeton, and Monmouth have taken their place in the history of the greatest revolution of modern times. The events which took place in and about New Brunswick contributed in no small degree to the independence of the United States.

Had Washington failed in New Jersey, and in the vicinity of New Brunswick in particular, there would never have been a surrender at Yorktown. It was here within a radius of thirty miles of New Brunswick that American independence was won. It should not be forgotten that the losses to New Jersey in proportion to her population and wealth, were greater probably, than to any other member of the Confederacy. It was within her borders that Washington encountered his greatest distresses and difficulties. It was here where the patriots fought half starved, and almost naked, that the sun of freedom should shine for their posterity.

After peace was assured a meeting of the townspeople was held and resolutions of congratulations sent to Congress.

On the 12th of August, 1783, a Committee of the Continental Congress to whom was referred an Address from the inhabitants of New-Brunswick, New-Jersey, reported the following resolution, which was adopted:



JOHN COCHRAN

Surgeon, 1730-1807; Pennsylvania; physician surgeon's mate; 1755; settled in Albany; married Gen. Philip Schuyler's sister; moved to New Brunswick in 1764; a founder in 1766 and president in 1769-70 of New Jersey Medical Society. In 1776 his house on Water Street was burned by the British; appointed head of Middle-Department in 1777, and General of Hospitals in 1781; "Dear Doctor Bones" of Washington's headquarters staff; died at Schenectady, N. Y., in 1807.

"Resolved, That the President inform the inhabitants of New-Brunswick and its vicinity, that Congress with pleasure receive their congratulations on the glorious and happy success of the war, are obliged by the affection and respect for the Federal Government expressed in their Address, and highly approve their patriotic disposition to promote order, harmony, and peace throughout the United States."

So from the start to the finish of the Revolution New Brunswick stood for a united and independent nation.

SIMCOE'S RAID

What competent critics, military men as well as historians, regard as one of the most brilliant feats of the Revolutionary War concerned the raid of Colonel John Graves Simcoe and his Queens Rangers.

On October 25, 1779 (*Simcoe's Journal* gives the date as the 26th, probably the correct date) Simcoe, who commanded a regiment of horse, in the British service, came over from Staten Island to the Jersey shore, by way of the Blazing Star Ferry, in the night with seventy-five horsemen. Simcoe states that the command consisted of twenty-two of Buck's Dragoons, forty-six of the Ranger Hussars and a few others as guards.

His main object was to take Governor Livingston prisoner, which he expected to do by surprise. Simcoe was not discovered to be an enemy until he had reached Quibbletown, now Newmarket, from which place an express was sent to Colonel John Neilson at New Brunswick, who immediately ordered out his regiment and marched them to the bridge at the Raritan Landing. From Quibbletown Simcoe proceeded rapidly to Colonel Van Horn's house, at Middlebrook. He was much disappointed in not finding the Governor there, Livingston being in New Brunswick at the time. He then went to Van Vechten's bridge on the Raritan River and set fire to some forage and burned the flat bottom boats. From there he went to Millstone, where he set fire to the court house and jail. While at the Landing Colonel Neilson detected the smoke of the buildings. It was then thought probable that the enemy would endeavor to pass this bridge in their retreat. Colonel Neilson, therefore, continued there, in hope of engaging them on their retreat, and dispatched Captain Moses Guest and a detachment of thirty-five men, with orders to endeavor to fall in with them and annoy them as much as possible. Soon after getting on the road leading from Millstone village to the bridge, Guest was informed by an express that the enemy was within

a few hundred yards of him. He had just time to get to an open piece of woods before they made their appearance. Guest and his men attacked them. While this was going on Captain William Mariner and a few more men arrived, and joined in the affair.

Colonel Simcoe's horse received five balls, fell on him and bruised him badly; there was one man killed and several wounded. The Americans left a physician with Simcoe and proceeded on. Simcoe's



COLONEL JOHN GRAVES SIMCOE

party halted on the west of New Brunswick and sent a doctor and his servant, bearing a flag. The doctor requested permission to attend Colonel Simcoe, which was granted, but as the enemy was proceeding on their retreat while the flag was negotiating, which is contrary to the rules of war, the doctor and his servant were considered as prisoners.

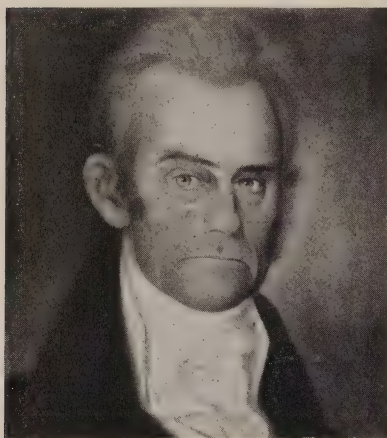
Colonel Simcoe's capture took place about where De Rusey's Lane meets the old Amwell Road.

When Simcoe revived he was a prisoner in the hands of the Americans. Captain Sanford took command upon the capture of Simcoe and continued on to South Amboy. At about what is now the corner of Throop Avenue and Sanford Street, Captain Peter Voorhees was found lying in the road mortally wounded, and to all appearances, nearly breathing his last breath. He had just returned from General

Sullivan's army and, with a few militia horsemen, was pursuing so close on the enemy's rear as to cause a detachment to sally out. Captain Voorhees tried to leap over a fence but his horse missed and fell on the rails, which gave the British time to catch up with him. They were not content with making him prisoner, however, but hacked him with their swords, left him for dead and continued on their way to South Amboy. The captain's command brought him to New Brunswick in a condition so critical that he died in a few hours. He was

to have been married the next day. The British claim was that Voorhees fired on them first.

This killing of Captain Voorhees was well-nigh being of the most serious consequence to Colonel Simcoe. The populace of the country were incensed, indeed driven to fury, at his death, and would have been willing, even though Colonel Simcoe was a prisoner, to wreak their vengeance on him had not such a catastrophe been prevented by other counsels. Injury to the Colonel was averted by the Governor of the State issuing an order directed to that end. The order was as follows:



CAPTAIN MOSES GUEST

Who captured Col. Simcoe, was born in 1755 and died in Cincinnati, Ohio, in 1828.

"The Governor being informed that some people have a desire to abuse and insult Lieut.-Col. Simcoe, a British captive, and wounded in a skirmish that happened this day between our militia and the British horse; though the Governor is not inclined to believe a report so great a disgrace upon the people of this State as that of the least inclination of revenge against a wounded enemy in our power; yet, to prevent the execution of any such attempt, it is his express order to treat the said officer according to the rules of war known and practiced among all civilized nations; and as it is his desire to be carried to Brunswick, it is his further order that no molestation be given to him in his being carried hither, and that while there he be treated with that humanity which the United States of America always observed towards their prisoners.

"Brunswick Landing,
"2nd October, 1779."

"WILLIAM LIVINGSTON,

On the 28th of October, 1779, Col. Simcoe was removed from Brunswick to Bordentown to a tavern kept by Col. Hoogland of the Jersey Militia, and on the 7th of November he was removed to the Burlington jail. He was exchanged for other prisoners on the last day of December. He immediately joined his corps at Richmond.

Many persons think it strange that Colonel Simcoe could penetrate so far into so thickly settled country without receiving more injury than he did. It was not occasioned by the inactivity of the Jersey militia, who had greatly distinguished themselves for zeal and activity during the Revolutionary War, in defending the liberties of their country, but it was occasioned by getting to a considerable distance in the country, enveloped in the shades of night; by having the address to pass in many places for the American horse, and by the rapidity with which they proceeded. Simcoe was, in the Revolutionary War, to the northern, what Tarlton was to the southern army; they were both zealous partisans, and capable of undertaking and executing any daring enterprise.

On a monument erected to his memory in Exeter Cathedral, London, England, are the following words:

Sacred to the Memory of

JOHN GRAVES SIMCOE

Lieutenant-General in the Army, and Colonel of the 22nd Regiment of Foot, who died on the 25th day of October, 1806, aged 54 years.



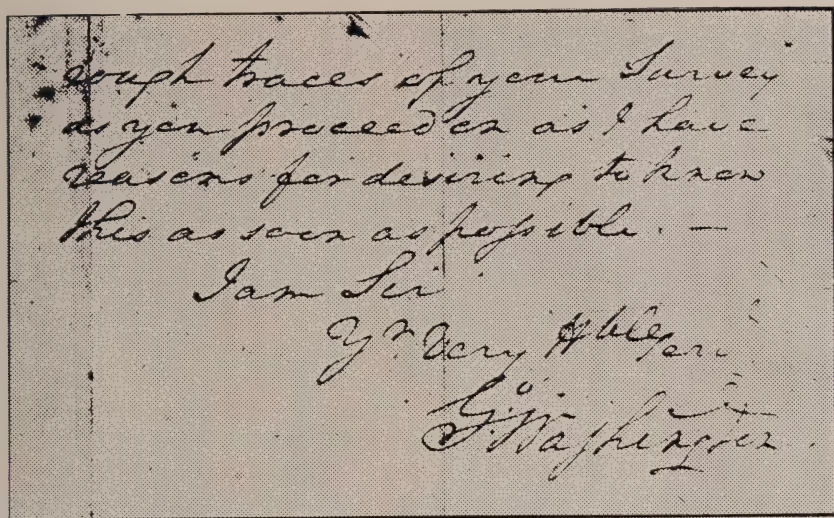
THE GUEST FARM HOUSE

Henry and Moses Guest bought land and built a house at southwest corner of Livingston Avenue and Carroll Place in 1760. The Guests lived there until 1817. The house was moved to Library grounds in 1926. Henry Guest, a whaler, tanner, petitioner for 1763 and 1784 charters, and named alderman and director by them. His tannery, later the Boyd property, on Livingston Avenue and New Street, gave name "Tan Pit Run" to Lyle Brook. He processed leather for roofing. Born in 1726 and died in 1815.

FACSIMILIE OF A LETTER WRITTEN BY GENERAL WASHINGTON WHILE IN NEW BRUNSWICK IN 1781 AND
DATED "BRUNSWICK"

Brunswick Aug²⁹ 1781
 Sir,
 Immediately upon receipt of this you wish begin to survey the Road (if it has not been done already) to Hinton - thence (through Maidenhead) to Trenton. - thence to Philadelphia - thence to the head of Elk through Darby, Chester, Wilmington, Christiana and bridge -
 at the head of Elk you wish receive further orders - I need not observe to you the necessity of noting Towns, Villages & remarkable Rivers & places, but I must desire that you will give me the

Wm. M. Smith



rough traces of your Survey
as you proceed on as I have
reasons for desiring to know
this as soon as possible. —
I am Sir
Yr. very Hble. Servt.
G. Washington

This is an order of Washington issued in New Brunswick on the 29th of August to Simeon De Witt. This son of Rutgers, graduated in 1776, was in 1781 the geographer of the American Army, having been appointed by Congress to fill the position left vacant by the death of Robert Erskine. The original of this order has been acquired by Rutgers University. It is a holograph and not, as in the case of many of his orders and letters, dictated to one of his aids. It is here presented in a photographic copy and reads as follows:

"Brunswick, Aug. 29, 1781.

"Sir:—Immediately upon receipt of this you will begin to Survey the road (if it has not been done already) to Princeton—thence through Maidenhead to Trenton—then to Philadelphia—thence to the head of Elk through Darby, Chester, Wilmington, Christiana bridge.

"At the head of Elk you will receive further orders. I need not observe to you the necessity of noting Towns, Villages and remarkable Houses and places but I must desire that you will give me the rough traces of your Survey as you proceed on as I have reasons for desiring this as soon as possible.

"I am Sir

"Yr. very Hble. Servt.,

"Go. Washington."

THE COURT MARTIAL OF GENERAL LEE

When General Lee's conduct at the battle of Monmouth was placed before Congress a trial by court martial was ordered. On July 2 and 3, 1778, the order went out from headquarters in New Brunswick to hold the court-martial at the house of "Mr. Voorhees" in New Brunswick, where it opened on July 4, 1778. Some sessions were held at Morristown, Paramus and the last ones were held at the



THE WHITEHALL HOTEL

The house of "Mr. Voorhees" where Lee's court martial took place. This tavern was variously named White Hart, Thompson's, Whitehall, Duff's, Voorhees', Vernon's, De Graw's Tavern and dates from about 1752. Governor Franklin entertained here in 1763. Generals Washington, Lee and Schuyler entertained in 1775. Sessions of Provincial Congress in 1776. Franklin, Adams, and Rutledge entertained in 1778. President John Adams entertained in 1797.

house of "Mr. Kennedy at Peeks-Kill," the trial lasting from the first meeting in New Brunswick on July 4th until the last one at Peeks-Kill on August 12th.

Major-General Lord Stirling was president, John Lawrence was judge advocate, and the twelve other members were from the highest generals and colonels of the American Army. General Charles Lee conducted his own defense of the three charges brought against him. The greatest officers in the army who were present at the battle of Monmouth testified at the trial, among them General Maxwell, the Marquis de La Fayette, Baron von Steuben, Generals Wayne, Scott,

Varnum, Lieutenant-Colonel Hamilton, Lieutenant-Colonel Fitzgerald and others, making a brilliant group to give evidence against a soldier equally as brilliant but so erratic as to be untrustworthy.

The court deliberated upon the case and then convened on August 12th to make public its verdict which was as follows: "The Court having considered the first charge against Major-General Lee, the evidence and his defense, are of the opinion, that he is guilty of disobedience of orders . . .

"The Court having considered the second charge against Major-General Lee, the evidence and his defense, are of the opinion, he is guilty of misbehavior before the enemy on the 28th of June . . . The Court having considered the third charge against Major-General Lee, are of opinion that he is guilty of disrespect to the Commander-in-Chief . . .

"The Court do sentence Major-General Lee to be suspended from any command in the armies of the United States of North America for the term of twelve months."

The sentence of the court-martial so enraged Lee that he forthwith made matters worse for himself by addressing to Congress so insulting a letter that he was dismissed forever from the army.

He went to live in his country home in Virginia. He died in Philadelphia October 2, 1782, friendless and alone, the victim of his own anger and ill-judged acts.

THE PRIVATEER NAVY OF NEW BRUNSWICK

While the army on land was keeping the British busy, a band of free lance privateers were prowling along the bay causing much damage to shipping and on shore. They were Captains Marriner, Hyler, Dickie and Storer, and although they were not connected directly with the army or naval arms of the Republic, they made such havoc along the coast that their names became a byword. A few of their exploits will show the manner in which they conducted their campaign.

On June 11, 1777, Marriner and Lieutenant John Schenck, of the militia, and twenty-six picked men, crossed from New Brunswick to Flatbush in two flat bottom boats, arriving at their destination about eleven o'clock in the evening. Marriner states that the reason this season was chosen was because there was no fishing on the beach at night. Twenty-four of the party landed and two were left to take care of the boats. The party marched to the church unobserved, and divided into four squads, determined to take Colonel Axtell, Mayor

Matthews, who divided his time between the village and New York City, and Messrs. Sherbrook and Bache. Each party was supplied with a heavy post for breaking doors. It was agreed that when the party detached for Colonel Axtell struck his door, each party should do the same at the other houses. This was done to admiration and every door yielded at the first stroke. Colonel Axtell and Mayor Matthews were in New York, but Sherbrook and Bache were taken.



THE OLD AGNEW HOUSE

Near here is where the British burned the whale boats of Captain Hyler.

There was a bitter feeling between Sherbrook and Marriner and as a sort of balm for past injuries, Marriner appropriated all Sherbrook's belongings as his share of the plunder. Sherbrook resided at the house of George Martense. At the first stroke on the door, he fled to the garret, where he was found behind a large Dutch chimney, with his breeches in his hand. He was taken to the church, the place of rendezvous, where he put on his clothes, and after the men were mustered, all returned to the boats about daybreak, arriving in New Brunswick without further incident.

Some time after Marriner made another attack. At his landing he left his boats under guard of five men, while he visited the interior,

but the guard hearing a firing, which was kept up on Marriner by the Flatbush guards, while he was taking his prisoners, concluded that he was taken, so without ceremony, they took one of the boats and made their escape. The other boat, as Marriner reached the shore, was just going adrift. The party was much crowded in her, but it was fortunately very calm, otherwise the boat could not have weathered it. Marriner's party stayed over two hours in Flatbush. They were there some time before an alarm was given, and there was afterward time to dispatch an express to Brooklyn, who brought a detachment of the 35th Regiment under the command of Captain Drew. Marriner had wished to liberate his friend, Captain John Flahaven, of the New Jersey militia, who was billeted on Jacob Suydam, but as he had changed quarters Lieutenant Forrest was taken in his stead. One of the most noted prisoners captured by Marriner was taken on this raid in the person of Major Moncrieff, of the British army. He took his capture in the best of spirits, and said that it was one of the chances of war and as it was his misfortune to fall into the hands of the enemy, he was going to make the best of the situation. He was the father of the famous beauty, and first love of Aaron Burr, Marguerite Moncrieff, who later married John Coglon, an officer in the British service. Her married life was not of the most pleasant kind, so she left Coglon, went to London and later became one of the most noted characters in Europe, spending most of her time in Paris.

It was deemed impossible for Marriner to march to Flatbush unobserved by the people. Therefore those who knew or had seen the party were accused of treason, for not giving the alarm. Col. Van Brunt, his brother Adrain, Rem Van Pelt, his brother Aert, were taken on suspicion and confined separately in the provost. Col. Van Brunt when arrested, took the precaution of providing himself with a purse of gold, and inquired of the sergeant of the provost if he could furnish him good provisions for breakfast, dinner and supper. The sergeant said yes, he was given a guinea and sent the fare by his wife. The colonel also gave her a guinea to provide food for his fellow prisoners and inquired how they fared. The woman returned and said they were fearful and sad. The colonel begged of the sergeant an opportunity of seeing his neighbors privately. They were brought in about midnight, and agreed to deny all knowledge of the affair. At the examination, which was separate, all agreed in their story. Nothing appeared against them so they were discharged. The sergeant and his wife received a liberal reward for their kindness.

On November 3, 1778, Marriner with seven men of Lord Sterling's division landed at New Urecht and brought off Simon and Jaques Cortelyou, two famous Tories, specie and other property to the amount of \$5,000. The prisoners were taken to New Brunswick where they were paroled and later on exchanged for two officers of the New Jersey line. Marriner kept up this method of warfare whenever opportunity afforded, until he was finally captured and paroled.

William Marriner was a shoemaker by trade, but at the outbreak of hostilities joined Lord Sterling's regiment. He was of a most daring and adventurous spirit and as a result was given a free swing in his manner of harassing the British. In this his success was phenomenal, but like everything human, it had its end, which came when he was captured on one of his raiding expeditions on the Long Island coast. He later kept a tavern in the building known as the Washington headquarters.

Marriner was one of the prizes the British were anxious to capture. He was obnoxious to the New York magistrates, and would not have been exchanged by General Clinton had not Colonel Simcoe explained that he had saved his life, when a soldier was about to bayonet him as he lay senseless on the ground. After the close of the war, Marriner went to live in New York, where he kept a public house on John Street, near Nassau. He died in 1814, age 85, from injuries received by being thrown from his wagon.

Marriner now introduces us to two more of New Brunswick's navy. On April 1, 1781, the paper contained an account of the capture of a sloop off the Coney Island shore, by two whale boats. Marriner as usual was credited with the act, to which he made a vigorous protest, which the following letter shows:

Brunswick, April 24, '81.

To Mr. Loring:

Sir—In a New York paper it is said I was concerned in taking a sloop. Such a report is without foundation. I am on parole, which I shall give the strictest attention to. She was taken by Hyler and Dickie.

Yours, etc.,

WILLIAM MARRINER.

Captain Dickie was one of the associates of Marriner. He was fearless and commanded numerous expeditions, which left this city under the direction of Marriner and later on under his successor, Captain Hyler. He was not as active as his associates, but could be depended on to carry out any instructions that were given to him.

The capture and parole of Marriner removed him from all active participation in any more raids, so one of the best known of New

Brunswick's Revolutionary names comes to the front. It is Captain Adam Hyler. He was one of the most daring American officers in this part of the country, and had the rare faculty of infusing into his men his own spirit of venture and daring. His usual plan was to glide out of his hiding place, pass quickly down the river, make his captures and return. The enemy having heavier vessels, did not dare to follow, owing to the shallow and treacherous channel of the river. A few of his exploits will prove him to be a patriot whose memory should be perpetuated.

On Sunday night, April 15, 1781, he went over to Long Island and brought off a Hessian Major and ensign with their waiters. The following week he captured the pilot boat of Captain David Morris, and two other boats between Robins Reef and Yellow Hook. Morris's boat was plundered and later on ransomed for \$400.

On June 14, he took two of his whale boats and visited Nicholas Schenck, a Tory, who lived about three miles south of Flatbush and took away everything he could carry in the line of plate and money. On the same evening he surprised the guards at Captain Schenck's. He seized the arms, and after jesting with the guard, borrowed the silver spoons, took all the muskets and a few other articles and made one prisoner. He then sent the guard to report themselves to Colonel Axtell. On the night of August 4, 1781, Hyler with his wonted spirit of enterprise, went over to Long Island, marched about three and a half miles into the country, carried off Colonel Lott and two slaves. The colonel was known to be rich. His person and money were the objects desired. His cupboard was searched for money and some silver found. On further search two bags, supposed to contain about \$3,000 in gold, were discovered. In the morning, on their passage up the Raritan, Hyler and his crew agreed to count and divide the guineas. The bags were opened and to the mortification of the crew were found to contain only half-pennies, belonging to the church at Flatlands. A contented smile seemed to steal over the face of the colonel as he discovered that his guineas were safe at home. Hyler compelled the colonel to ransom his negroes when he returned home on parole. Captain Lott and John Hankins, a captain of a vessel, were also captured the same evening.

The British were hot after Hyler and exerted every means to effect his capture. On January 7, 1782, a party of infantry, under the command of Captain Beckwith, embarked in six boats from New York and arrived in New Brunswick about five o'clock the following morning, where they landed and brought off all Hyler's boats. This was

a hard blow to the venturesome captain, but a little thing like that did not discourage him. Not at all; he just went to work to rebuild his little navy and on February 21 he launched a new boat, rowing thirty cars. Early in July we find him back at his old tricks again. On the eleventh of the month he captured two fishing boats near the Narrows. They were afterwards ransomed at \$100 each.

On July 21, Hyler, with Captain Dickie, and three large twenty-four-oared boats, made an attack on the galley stationed at Princess Bay. There being little or no wind he came upon the enemy with a



THE BRITISH DESTROY HYLER'S BOATS

good deal of resolution, but the British guns were too heavy for him. Captain Cushman, of the galley station, gave him an eighteen pound shot, which went through the stern of one of the boats and obliged Hyler to put ashore on the Island, where after a sharp combat he was obliged to leave one of his boats and make the best of his way home with the other two. On his way up, John Althouse, who had charge of a guard boat, spied the two boats under the South Amboy shore. It was calm. A twenty-four pound ball was sent through Hyler's boat, his crew was taken into Captain Dickie's and all made off for New Brunswick with General Jacob Jackson, whom they captured in South Bay and kept prisoner until he was ransomed. This was about the last raid that Hyler made, as he accidentally wounded himself in the knee while cleaning his gun, which resulted in his death, September 6, 1782, after a tedious and painful illness, which he bore with all the fortitude of a soldier. His many enterprising acts endeared him to the patriotic portion of his acquaintances. He was survived by a wife and two children.

After the death of Hyler only one more raid seems to have been made.

In the *Royal Gazette of New York*, by James Rivington, for September 11, 1782, there appears the following:

"On Sunday night last (September 8), the privateer, Jack O'Lantern Capt. Marsh, took and sent here a New Jersey whale boat commanded by Peter Nephew; the whale boat had first taken two fishing boats and had one man killed and another wounded. The prisoners taken in her are, Peter Nephew (Nafey), Captain; John Richardson, Lieutenant; James Voorhees, John Voorhees, Garret Voorhees, Lancaster Voorhees, Edmund Forman, Abraham Fontain, Abraham Oakley, John Nephew, John Otwick (Hortwick?), Julian Morris, and William Wright, privates; they are all safely lodged in the Provost of this city. We are by these people informed that the famous partisan, Hyler, lately died in New Jersey of a wound in the knee, accidentally given by himself some time ago."

It will be noted that the foregoing article gives the names of thirteen members of the crew, one having been killed and another wounded; some of them misspelled, of course.

Supplementing the above, we find in the *Manual of the Common Council of New York* for 1868 (pp. 906 to 912), printed copies of three monthly lists of prisoners confined in the Provost jail of that city, and signed by the infamous William Cunningham, Captain and Provost Marshal. In the same, on pp. 910-911, under date of February 1, 1783, appear names of the civil prisoners, and also the "Naval Prisoners of War," the latter 41 names. Of these the following are listed as members of the crew of the whale boat "General Greene," having been captured September 8, 1782, viz., "Peter Nephew, Capt.; James Vooras, John Voorhas, Lekus Vooras, Edward Furman, Abraham Oakley, Abraham Fentine, William Wright," all being noted as inhabitants of "Brunswick, N. J." Evidently four of those originally captured had been discharged or had died in captivity, as hundreds of prisoners had died from disease or neglect in the notorious Provost jail. The names missing from the above list of February 1 were Garret Voorhees, John Nephew, John Otwick and Julian Morris.

In the second list, that of March 1, (pp. 906-907), the names of but seven of the crew of the "whale boat" are given, the missing ones being James Vooras and Lekus Vooras.

The list of men who composed this crew were the mainstay of Hyler's raiding navy and are among the most prominent of those to be found as active patriots of those days.

Capt. Peter Nafey was shot through the body at New Brunswick,

January 10, 1782, but recovered, and was able to command this whale boat crew of fifteen men. He died in November, 1827.

Both Captain Hyler and Captain Nafey were buried in the graveyard of the First Reformed Dutch Church at New Brunswick, but there is no memorial to mark the resting place of either hero.

Hyler was at one time connected with the royal service. His death removed the principal leader from this band of free lances. His place was taken by Captain Storer, who was commissioned as the captain of a private boat of war, under the States. He promised to be a genuine successor of Hyler, but the spirit of venture in Hyler's men died with him. They either went into the regular service or drifted to other scenes of excitement and it was not long before New Brunswick's small but active and destructive navy became a matter of scarce recorded history.

THE LOYALISTS OF NEW BRUNSWICK, N. J.

The Commissioners on Forfeited Estates, during the latter part of the Revolution, were nearly as formidable as the Committee of Safety and its kindred. They dealt with persons who had offended against the form of their allegiance, but just what this consisted seems to have been a matter for the decision of the courts.

Whatever may be said of the political views of New Brunswick Loyalists, the fact can hardly be denied that very many of them were men of high character and abilities, devoted to America as warmly and as conscientiously as the most ardent combatant on the other side.

Many who were Whigs or of Conservative political views in the early stages of the Revolution, were compelled by their opposition to the Declaration of Independence to transfer their support to the side of the Crown.

There were a large number of Acts passed by the Legislature between 1776 and the Peace concerning Loyalists and their estates. It is unnecessary to detail them here, except to say that, in 1776 oaths of abjuration of allegiance to Great Britain and of true faith and allegiance to the new Government of the State were proscribed, and persons suspected of disaffection and disloyalty were to be summoned by two Justices of the Peace and the oaths tendered, and, if they refused, they were to be bound over to the next Court of General Quarter Sessions, and, if again refusing, to be fined or imprisoned. Later, the Committee of Safety could require bail and commit those refusing oaths to imprisonment. At the same time "traitors and disaffected persons" were to have their personal estate seized and held by ap-

pointed Commissioners in each county (not to be sold except in danger of destruction by the enemy) and by a law of April 18, 1778, such Commissioners were to take charge of and lease the real estate of Loyalists, and make returns to Justices of the Peace, who would summon juries of inquisition of 24 men, of whom 12 could reach a verdict. But it was not until an Act of December 11, 1778, was passed that matters went far enough to permit of forfeitures of real estate to the State, after inquisition and judgment, followed by actual sales by Commissioners for the benefit of the State. Such sales were not always concluded by the Commissioners before the Peace of 1783, but extended in instances to as late as 1787.

The Commissioners for Middlesex County were, at various times, William Manning and Ebenezer Ford, who had thirteen cases to handle; John Lloyd and William Scudder with seven cases, and David Odgen with a small number to handle. Of all these only three cases were from New Brunswick, those of William Burton, owner of Buccleuch Park, Bernardus La Grange and John Dumont, who owned a brewery on Brewer—now John Street—on Lyle Brook. The greatest number of confiscations were made in Perth Amboy and Woodbridge. Philip French was the largest owner of confiscated lands in New Brunswick.

Rev. Abraham Beach, Rector of Christ Church, and a Loyalist, who lived on the Well's place on Easton Avenue, kept his property. In 1777 it was stated that "from his prudence and good conduct he had been permitted to stay at home. It is recorded that he held services in Christ Church during the whole period of the war, but he was not free from insults and was in constant apprehension.

At the close of the Revolutionary War there was such a spirit of vindictiveness and intolerance exhibited towards those who had been, either in deed or in spirit, loyal to Great Britain, that many thousands were forced to leave their homes and possessions and seek shelter at the hands of the Mother Country. The British Plenipotentiaries insisted on a clause in the Treaty of Peace guaranteeing them protection. This was recommended by Congress to the individual States but no attention was paid to it by the latter. Everywhere the same determination was exhibited to punish and drive out of the country all who were tainted with loyalty to the British connection, whether they had borne arms or not, and at the same time wholesale confiscation of their property was carried out.

The Loyalists mostly fled to New York, the headquarters of the British forces under Sir Guy Carleton. There they were cared for until arrangements could be made to transport them to British terri-

tory. It was decided to send them to Canada, and the Province of Nova Scotia was selected as a fitting place to receive a large number of the exiles.

On April 16, 1783, the first fleet of twenty transports sailed from New York for the mouth of the River Saint John, where they arrived on May 11. The exiles numbered three thousand, of all ages and conditions. The majority of them were not able to disembark until May 18, and, ever since, that day has been celebrated as the anniversary of the Landing of the Loyalists.

Among those exiles were a number of influential New Jersey Loyalists, including La Grange, Kemble and other all-powerful personages, from New Brunswick and Perth Amboy, who succeeded in 1784 in having the new settlement named New Brunswick in honor of the New Jersey city of their birth, where a number of them returned to spend their declining years and mingle the dust of their bodies under the gravestones which marked the last resting place of their ancestors. Some of New Brunswick's most noted Loyalists were as follows:

Bernardus La Grange, New Brunswick's most noted Loyalist—or to be more exact, Tory—was a descendant of Huguenots from La Rochelle, France, was baptized on May 11, 1721, in Schenectady, N. Y., being the son of Jacobus and Engeltje (Veeder) de la Grange. From May 20, 1745, he practiced as an attorney-at-law at Raritan and New Brunswick, N. J., at which latter place he was a member of Christ Church vestry, and where he married, in 1747, Francis Brazier, whose father, Francis, was a vestryman in St. Peter's Church, Perth Amboy. The name in America has often been written Le Grange, but his own signature was La Grange.

He was the owner of considerable property, including land in New Brunswick, N. J., and 355 acres and a stone house west of Raritan in Somerset County, bequeathed to him by his aunt, Antje Molenaer, widow of Ari Molenaer, by her will of December 27, 1757. From the outset of the Revolution he was active in his opposition to the "Rebel Committees," so much so that his effigy was burnt in June, 1775, at New Brunswick. During the occupation of New Jersey by British troops he was employed in administering oaths of allegiance to the King to recruits and others. His property in Somerset County was confiscated in 1778 and sold April 13, 1779, the purchaser being Attorney General William Paterson, for £12,324 8s. La Grange was probably then in New York City.

This successful lawyer and Loyalist fled to London, England, and at one time had with him four of his children. He died in London, December 10, 1797.

One of his daughters, Lydia, married Dr. Henry Dongan at Christ Church, October 26, 1771. Dongan was an Irishman by birth and, from September 17, 1761, surgeon's mate in the 29th Regiment of Foot, stationed in New Jersey, before settling about 1773, as a surgeon and physician and "man midwife" at Elizabethtown. He had already been admitted a "surgeon in the Colony of New Jersey" on September 7, 1773. Another daughter, Frances, married, April 4, 1773, Lieut-Colonel Edward Vaughan Dongan, youngest son of Edward Dongan, of Elizabethtown. The young Loyalist was a lawyer admitted to the New Jersey bar November 15, 1770, in practice, first in Elizabethtown and then in Rahway, where, in 1776, he bought a house, which was converted into a "Rebel barracks." In the summer of this year he was forcibly taken from his bed in the dead of night, in the presence of Dr. Samuel Barron, by a body of armed men and carried six miles away. On the following day Governor Livingston ordered him to be removed to a plantation of his father-in-law, Bernardus La Grange. It would seem that his first military experience in the Revolution was in the rank of Lieutenant in the 26th Regiment. On November 5, 1776, he was appointed Lieutenant-Colonel of the 3rd New Jersey Volunteers, and as such was in the memorable engagement of August 22, 1777, near Richmond, on Staten Island, and there received a wound from which he died.

His wife, who had been at headquarters on Staten Island, fled with her baby son and only child, Walter Townley, aged 18 months, through marshes and ditches and mire frequently up to her knees, under a heavy American fire for over three miles, until she reached a boat by which she was conveyed to New York. The baby died from the results of these hardships, on the same day as his father, and was buried in the same grave.

Captain Arthur Waldman is described as an Irishman who was appointed lieutenant in the 26th Foot, then on service at New Brunswick, N. J., on November 29, 1760. Here he was married at Christ Church, March 11, 1769, to Susannah, daughter of Bernardus La Grange. He bought a house and lot in Main (Burnet?) Street, New Brunswick, where he owned a schooner and a pleasure boat.

After many hardships and exile from home and family he was taken prisoner on Lake George on May 10, 1775, on the way to join his company at Ticonderoga, and subsequently was allowed to return home on parole. "Every art and persuasion, and even threats of violence, were used to entice him from his duty and allegiance to his King and country, and any rank which he might desire in the American army was offered to him. Having failed to seduce him from his

allegiance he was dragged from his wife and family and banished into the back country, where he suffered incredible hardships and every indignity that revenge or malice could suggest. Meanwhile, his wife and six small children were allowed by the 'Rebels' the use of only one bed in an empty room during his absence in supposed retaliation of his refusal to accept the commands offered to Captain Wadman in the American army."

In bad health Captain Wadman was ordered to England on the recruiting service in 1778 and returned with drafts in nine months. His health continued bad in America and, in 1780, he sold his commission for £18,000 in the 26th Foot and returned to England, after a long service of thirty years in the army, twenty-four of which were spent in this Regiment.

Captain Wadman lived in England on his private property and a pension, with his wife and six children. His wife survived him and was granted a pension.

La Grange had a son, an ensign in the 60th Foot, known as the Royal American Regiment, commanded by Colonel Kimble of New Brunswick. After the peace he appears to have received an appointment in the Exchequer's Office in London, where his name is recorded in the year 1808. He married the daughter of one Warrington and died in 1822, leaving a son, James Warrington La Grange, who married Harriet Demarest, of Waterford, New York.

No papers are included in the Loyalist documents of Col. Stephen Kemble, an officer, who was born at New Brunswick, N. J., in 1740, the fourth son of Peter Kemble, but his commissions in the British army have survived.

His first commission was an ensign in the 44th Regiment, on May 5, 1757. On January 24, 1765, he was promoted captain in the 60th, or Royal American Regiment, and through the influence of his brother-in-law, General Thomas Gage, Commander-in-Chief of the British army in America, he was appointed, on August 7, 1772, Deputy Adjutant-General of the forces in North America and served as such under Gage at Boston, and later in the same rank under Gage's successor, Sir William Howe, through the siege of Boston and at the evacuation of that town by the British in March, 1776. On June 6, 1775, he was promoted Major of the 1st Battalion of the 60th and Lieutenant-Colonel on June 6, 1778.

Colonel Stephen Kemble resigned this appointment in October, 1779, because Sir Henry Clinton refused to promote him Adjutant-General, on the resignation of that office by Lord Rawdon, and on November 30 he sailed to rejoin his Regiment, the 60th, in Jamaica.

The expedition to the Spanish Main sailed from Jamaica on March 4, 1780, and reached the harbor of St. Juan on the 24th, landing without opposition. Neilson, in H.M.S. "Hinchinbrooke," was in command of the naval force and the expedition reached the Castle of St. Juan, 64 miles up the river and 32 miles from the lake of Nicaragua, on April 11, and invested it, and the enemy surrendered on the 29th.

Colonel Kemble, then in command of the 1st Battalion, was sent by Major-General John Darling, Governor of Jamaica, and a veteran of the same Regiment, on April 2, 1780, with a reinforcement and to take chief command as Brigadier-General. The terrible sufferings and heavy mortality of the troops from fever, combined with the desertion of native allies, compelled the destruction of the fort and the abandonment of the expedition, after nearly five months heroic service in the most fatal climate.

In 1785 he returned once again to the West Indies, in command of the 2nd Battalion of his old Regiment, which he joined in the island of Grenada and served there and in other islands. After three years service he sailed for England and thence, in July, 1788, embarked for New Brunswick in Canada, where he and a brother possessed lands on the river St. John. His sojourn there was short, for he returned within a few months to England, there to retire on his half-pay. Still later he returned to New Brunswick, N. J., where he died in 1822 in the house on Albany Street in which he was born, the number now being about 89.

Major John Antill was the son of Hon. Edward Antill, who built Ross Hall, and was born about 1745. He was admitted to the New Jersey Bar in 1767. He held several public offices with general approval before the Revolution.

As an "obnoxious Tory" this lawyer was under the necessity of taking refuge on board H.M.S. "Phoenix" in March, 1776, and remained there until the arrival of the British army. He was instrumental in raising in 1776 the Second Battalion of the well-known Loyalist Regiment, the New Jersey Volunteers.

He was cashiered August 15, 1780, for making false returns and drawing provisions for more men than the effective strength of his battalion, but was shortly afterwards re-instated. Antill was one of the accredited agents of the seconded officers of the Loyalist Regiments to secure settlements for them in Nova Scotia. His brother, Lewis Antill, served with the American army. Col. Stephen Kemble mentions in his diary of "meeting his old schoolmate as a prisoner on a prison ship."

John Collins Antill, eldest son of John Antill and his first wife, Margaret Colden, became Major in the 6th Regiment and died in Ceylon, without issue.

Arthur Scott Neilson lived with and transacted the business of his aged uncle, James Neilson, Esq., who was born in 1698, one of the first inhabitants of, and "the most wealthy merchant" in, New Brunswick, N. J. A leading man of high standing in public office and a signer for the first charter of New Brunswick, this uncle had brought him as a boy of eleven from his home in Ireland, with the intention of making him his heir, having no children of his own. His uncle took an active part in the American side in the Revolution, while he himself was a Loyalist and joined the Royal Navy in 1775, a step which excluded him from the favor of his uncle. His elder brother Rowley, was also in his uncle's employ and took part with the Americans.

Arthur Scott Neilson served as a midshipman until September, 1781, when he was discharged from the "Heart of Oak." He married in England in 1777. Several of his letters in 1782 and 1783 disclose his distressed condition in London, fearing arrest for debt. An uncle in Ireland refused to give him a farthing to relieve his distress, on account of the part he had taken in America. His father, a lieutenant in the Royal Navy was lost at sea in 1758. A remarkable trait of this family is the fact that Arthur Scott Neilson was the only one to join the Loyalist cause, even those of the family living in Ireland being in sympathy with the American Revolution. See *Jones' New Jersey Loyalists*.

Mary Price was the widow of Richard Evans of New Brunswick, N. J., who married, in 1772, Dr. Joseph Price, surgeon to the 60th Regiment, or 2nd Royal Americans. Dr. Price died at St. Vincent on January 14, 1775, while on duty with his regiment. She inherited property from her father in New Brunswick and a house in New York, which was said to have been set on fire by Americans in 1778. She went to England where she was granted a small pension and added to her income by doing needlework.

John Brown, a cooper by trade, born in New Brunswick, N. J., and was at first a Commissary in the American army. He deserted and joined the British forces, in which he served as guide until his death in 1779, or 1780, from exposure in the North River. His widow, Margaret, who was born in Martinique in the West Indies, and whom he married in 1763, kept a shop for the sale of earthenware in New Brunswick, while he followed his trade as a cooper.

William Burton, an Englishman, who sold an estate in England

and emigrated in 1772 to New Jersey, where he bought property in Somerset County on the banks of the Raritan River, one mile from Brunswick, for £1,500 sterling, from Anthony and Elizabeth White, the same now known as Buccleuch Park. He appears to have fled from his new home in 1776 for New York, and from 1778 he was Commissary-General of Naval Stores and Prisoners to the British army. In January, 1779, his estate in Somerset County was forfeited. The same year he sailed for England and remained there.

Captain John Dumont was born in New Jersey, where he was the owner of property, including three-fourths of a brewery on a lot in present John Street, New Brunswick, bought as late in the Revolution as 1776, the other fourth being owned by William Van Deursen, who seems to have gotten possession of this and other property after the War. The Middlesex County records show confiscation of property, belonging to him, February 20, 1779.

On November 15, 1776, he was appointed Lieutenant in the New York Loyal militia and in February, 1777, he was promoted captain. In March he sailed for England, with what object is not stated, and in September, 1777, returned to New York, again sailing to England in 1780, where he settled in business.

James Collins was born in New Jersey and describes himself as "gentleman," of New Brunswick. In the copy of the inquisition taken and made in Middlesex County, N. J., June 16, 1778, and containing the names of the jurors, it is stated that Collins joined the British army in June, 1777. There is also a schedule of his property, including ready money, bonds and notes, "taken away by violence when his house was broken open December 1, 1777."

Benjamin Drake joined the British army in 1776 and in the same year was attainted. He was born in New Jersey and was a farmer at Piscataway. He died in exile at Digby, Nova Scotia, intestate, leaving an only son, William, who resided in Somerset County, N. J., served for a while with the British and was captured. Upon his release he returned to New Jersey and took the oath of allegiance to America and abjuration of Great Britain, as well as serving with the American militia.

Benjamin Dunn of Piscataway, N. J., fled to the garrison at New York in December, 1776, and remained within the British lines, often acting as a guide, until the end of the War. An affidavit of Hugh and James Dunn, dated Middlesex County, N. J., April 3, 1786, states that this Loyalist bought a plantation of 180 acres in Piscataway in 1772 from Colonel Azariah Dunham, who took possession of it during the Revolution.

Dr. William Farquhar is described in the Loyalist papers as a "physician of great repute practising in New Jersey" until the beginning of the War, when he removed to New York. At the end of the War he was in New York, at the age of 80, but intending to sail for England to join his son, Major William Farquhar, of the 20th Regiment of Foot.

Dr. Farquhar resided in New Brunswick, N. J. He married, first, Elizabeth Farmar, daughter of Major Thomas Farmar of New Brunswick, and, second, after he removed to New York City, Jane Colden, of the same family as that into which the Antill brothers married.

NEW BRUNSWICK'S ALL-TIME FIRST CITIZEN

William Paterson, the eminent lawyer, jurist and statesman, was born in Ireland about 1745. When but two years old he came, with his father and family, to America, locating first at Trenton and later at Soreville where his father died in 1789. The subject of this account was graduated from the College of New Jersey in 1763, studied law with the elder Richard Stockton, and in 1769 was licensed as an attorney at law. He commenced practice at a place called New Bromley, in Hunterdon County, later called Panes' Mills, but subsequently moved to Princeton and engaged in mercantile pursuits.

In 1775 he was a delegate in the Provincial Congress and secretary at both its sessions, and of the Congress which met at Burlington in 1776. Under the State government that year he became the first attorney-general, a position as difficult and dangerous, as honorable; for being obliged to attend court in the different counties, he was liable to capture at any time by the British, who had then invaded the State. He was at the same time a member of the Legislative Council. In 1780 he declined a nomination to the Continental Congress.

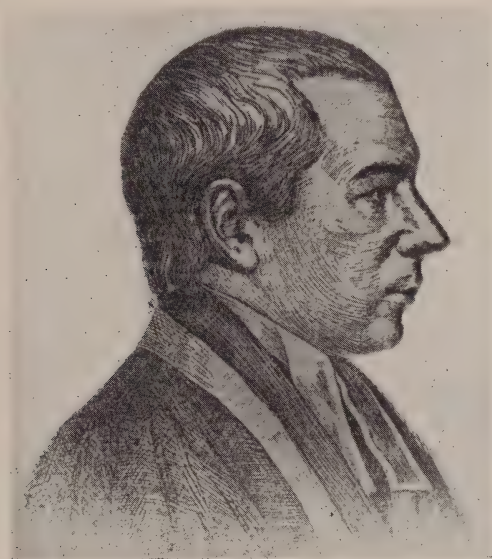
In 1783 when peace was declared, he resumed his legal practice and moved to New Brunswick. A member of the convention which met in Philadelphia in 1787, he was one of those chosen to frame the Federal Constitution. Two plans were presented, one by Edmund Randolph of Virginia, the other by Mr. Paterson; the larger States favoring the former, the smaller States the latter. A compromise was effected by which a general government was formed, partly federal, partly national.

After the Constitution was ratified Mr. Paterson was chosen by the Legislature, with Jonathan Elmer, to the United States Senate, and that body in 1790 made him successor to Governor Livingston.

At the end of his term he was re-elected. His administration of the affairs of State was a most happy and successful one.

In 1793, President Washington nominated him an associate justice of the Supreme Court of the United States—an office he held until his death.

His volume of revised laws is acknowledged to be the most nearly perfect system of statute law produced in any State of the Union. He



WILLIAM PATERSON

also greatly improved the practice of the Court of Chancery. While upon the Supreme Court bench many important trials occurred, among them those of the persons implicated in the "Whiskey Rebellion" of Western Pennsylvania and of Lyon for the violation of the sedition law. His last official act was to preside in the Circuit Court of the United States at New York in April, 1806, on the trials of Ogden and Smith for violation of the neutrality laws in aiding Miranda to revolutionize some of the South American states.

William Paterson was a Presbyterian and was trustee of Princeton College from 1787 to 1802. He was twice married and left a son and a daughter by his first wife. Governor Throop of Georgia and Aaron Burr were both students of Judge Paterson. He died in Albany, N. Y., September 8, 1806, where he was interred.

NEW BRUNSWICK BECOMES THE COUNTY SEAT

The first county court for Middlesex was held at Piscataway, June 19, 1683, and the second at Woodbridge, September 18, 1683. Thereafter, the courts were held at these towns until June 28, 1688, when Amboy was added. After 1708 the sessions were held at Amboy only and were for the counties of Middlesex and Somerset.

The first mention of a jail at Amboy is found in 1713, this building standing until 1765, when it was burned down with the court house. The erection of another was authorized by act of Assembly, June 28, 1766, and was finished in 1767, at cost of two hundred pounds. This building fell into decay and was razed shortly after the building of the new court house at New Brunswick.

In the early part of January, 1793, there were two matters of interest in New Brunswick which probably overshadowed all others. One was the proposed building of a bridge over the Raritan, and the other "where shall the new county court house be situated?" Both of these enterprises had been sanctioned by recent enactments of the Legislature, and the latter was exciting great interest throughout the county. Of course, the two rivals for the honor and profit were Perth Amboy, where the county court had been held for over a century, and New Brunswick.

The *Guardian and New Brunswick Advertiser* at this time contained communications giving the arguments used by the citizens of New Brunswick. Dodgers were distributed throughout the county by the people of Amboy, who said: "We already have a substantial court house; we are a free port of entry; we will transport court officials, witnesses and those interested in matters to be brought before the court, across the ferry from Perth Amboy to South Amboy for nothing; as a matter of economy the court house should be located here."

The New Brunswick people said: "We live in the largest town; we are on the line of the stage coach; we are the center of a prosperous agricultural country; the business done here far exceeds that done at Perth Amboy, and, what is more, if it comes to a question of finances, we will contribute three hundred pounds to the building of the new court house in this city."

Of course the vote of the country towns was bid for by both sides. The Amboy adherents advanced the scheme of holding the Court of Quarter Sessions at Spotswood and the Supreme Court at Perth Amboy, and circulated it in the country districts, hoping that they would secure votes in that way.

The official notice of the approaching election to decide the vexed question read as follows:

New Jersey, Middlesex County:

Notice is hereby given to the electors in the said county that an election will be opened at the court room in the city of New Brunswick, in the said county, on Monday, the 11th day of March, next, at 10 o'clock in the forenoon, for the purpose of building a court house and gaol in the county aforesaid, agreeable to an act of the legislature of this State, passed at Trenton, the 30th day of November, 1792.

Given under my hand the 15th day of January in the year of our Lord, 1793.

THOMAS STELLE, *Sheriff*.

(*New Brunswick Guardian and Advertiser*, Feb. 13, 1793.)

Two days after the publication of the official notice just cited, on the 26th day of January, at a meeting of the Common Council of the City of New Brunswick, it was resolved to call a meeting of the Freeholders and inhabitants of the corporation, for the purpose of considering the propriety of raising money by tax in order to become proprietors in the bridge to be erected over the Raritan River. The clerk was ordered to advertise this action of the Common Council, and in the next issue of the *Guardian* on January 30, the following advertisement appeared:

The inhabitants of the City of New Brunswick are hereby requested to meet in the court room in the barracks on Saturday, the 2nd day of February, next, at 3 o'clock in the afternoon, for the purpose of taking under consideration the propriety of raising money by a tax for the purpose of becoming proprietors in the bridge which is to be erected over Raritan River opposite to French (commonly called Albany) Street in this city. By order of Common Council.

JOHN SCHUREMAN, *President*.

(*Guardian and Advertiser*, April 3, 1793.)

On February 2nd a town meeting was held in response to the above call. In the absence of the official minutes of this meeting, it is impossible to tell whether the matter of becoming proprietors in the proposed bridge over the Raritan was discussed at all, but certain it is that this town meeting voted the sum of three hundred pounds to be given to the Board of Freeholders and Justices of the county to assist in defraying the expense of erecting a court house and gaol in the City of New Brunswick.

Viewed in the light of after events, remembering that at the time fierce rivalry existed between Amboy and New Brunswick for the honor of being the county seat, does it not seem reasonable to suppose that a little sharp practice was possibly indulged in by the advertisement as to a bridge? While ostensibly a call for the purpose of considering the bridge question, was it not a ruse to get the people together in town meeting then and there to spring the "County Seat question" upon them, and, if possible, secure an appropriation of a sum of money which, while nominally a present to the Board of Freeholders, was really a bribe?

At a meeting of the Common Council on March 3d, the people having now given their sanction to the proceeding, the president of Common Council was directed to issue an order for the assessing of the sum of three hundred pounds upon the inhabitants and freeholders of the corporation.

On March 11th, the election to settle the vexed question of the county seat was held. It resulted in the choice of New Brunswick by a majority of 122, which was questioned on the ground that the Inspectors took no notice of objections raised to certain voters; that a negro had been allowed to vote on his own declaration that he had been manumitted in another state; that the ballot box had been tampered with and that New Brunswick had offered a bribe of £1,000 for the erection of the buildings within the corporate limits. The Supreme Court overthrew the election, but it was upheld by the Governor and Council.

The people having authorized a tax of three hundred pounds, and the proper steps for its collection having been taken, and the people of the county having chosen New Brunswick as the county seat, the next step was to offer to the Board of Freeholders the three hundred pounds which were being collected. This action was taken at a meeting of the Common Council, March 26th, but the offer was conditional. If the Board of Freeholders would grant to the corporation the use of the building to be erected—the court house and gaol—for the transaction of the public business of the corporation, then the sum of three hundred pounds would be given to the board by the city. A committee was appointed to make known this offer to the Board of Freeholders.

This committee reported at the next meeting of the Common Council that the Board of Freeholders had by formal resolution accepted the offer of the city upon the terms and conditions proposed. On April 10, 1793 John Neilson, James Schureman and Minnie I. Voorhees, Commissioners, advertised for proposals to build the court house.

The following ordinance was introduced before Common Council on the 22nd of April, 1793, and was passed on April 29th:

An ordinance directing the times of assessing and collecting the sum of three hundred pounds on the inhabitants of this city, voted at a town meeting, held on the 2nd day of February, 1793, and for applying it towards building a court house and gaol in the city of New Brunswick.

Whereas, The inhabitants of the City of New Brunswick, in town meeting assembled, did on the 2nd day of February last, order the sum of three hundred pounds to be raised by tax, and paid to the order of the Justices and Freeholders of the county of Middlesex, to be by them applied towards building a court house and gaol in this city, on condition the use of said buildings should be granted to this city for the transaction of its public business. And whereas the Justices and Freeholders, aforesaid, have agreed to comply with the said condition on the payment of the sum aforesaid by the city.

Be it therefore ordained by the President, Register, Directors and Assistants, in Common Council convened, that the said sum of three hundred pounds be assessed and collected on the inhabitants of this city, agreeably to the regulations of an ordinance entitled "An ordinance for directing the mode of assessing and collecting the taxes levied on the inhabitants of the City of New Brunswick," except that the said sum, for the greater ease and convenience of the citizens, shall be assessed in two assessments, and collected and paid in two equal parts, of which the first moiety, being the sum of one hundred and fifty pounds, shall be paid by the collector into the hands of the City Treasurer on or before the tenth day of September next.

And be it further ordained, that the assessor shall make out and deliver to the collector a duplicate of his assessment of one hundred and fifty pounds, being the first moiety of the said three hundred pounds, on or before the eighth day of May next, and the second duplicate shall be delivered to the collector by the assessor on or before the eighth day of August next.

And be it further ordained that the City Treasurer be and is hereby required to pay to the Justices and Freeholders, or their order, the said sum of three hundred pounds, in such portions, and as soon as they may be collected and paid into his hands, to be by them applied towards defraying the expenses which may accrue from the erecting the buildings aforesaid.

Passed in Common Council this 29th day of April, 1793.

LEWIS DUNHAM, *President*.

Attest—MINNIE I. VOORHEES, *Clerk*.

A supplement to an ordinance entitled "An ordinance directing the time for assessing and collecting the sum of three hundred pounds on the inhabitants of this city, voted at a town meeting held the second day of February and for applying it towards building a court house and gaol in the City of New Brunswick."

Whereas, the time limited by the before recited ordinance for the collector to make return on the delinquents on the duplicate of the first assessment of the said sum of three hundred pounds is expired, and whereas the collection of the said first assessment has been retarded by various circumstances:

Therefore be it ordained by the President, Register, Directors and Assistants of the City of New Brunswick, in Common Council convened, that the collector

be and is hereby authorized to retain the said duplicate in his hands and continue his collection thereon until the 26th day of June instant, when the return is hereby ordered to be made and proceeded on as the said ordinance directed.

Passed in Common Council the 17th day of June, 1793.

LEWIS DUNHAM, *President*.

Attest—MINNIE I. VOORHEES, *Clerk*.

(*Guardian and Advertiser*, July 3, 1793.)

What were these "circumstances" which had retarded the collection of the assessment? How was this tax upon their pocket books met by the citizens of this city? How did the Somerset county people who were citizens of the city (the county line between Middlesex and Somerset then being French or Albany Street) fancy the idea of helping to build the county court house of Middlesex?

Samuel Clarkson, a citizen of New Brunswick and of Somerset county refused to pay his share of the assessment ordered by the town meeting and common council. He having been returned as a delinquent, the marshal of the city, one Bergen, by virtue of the power given him by Section VI of the charter and armed with a warrant of distress and sale, seized the goods of Clarkson and sold enough of them to make good the amount of his assessment due the city. Clarkson brought suit against Bergen for trespass and won his case. Upon a writ of certiorari, the case was carried up to the Supreme Court and was tried before Justice Kinsey, and Justices Isaac Smith and John Chetwood at the November term, 1796. The counsel for the plaintiff were Samuel Leake of Trenton, and the famous Richard Stockton. Counsel for the defendant were General Frederick Frelinghuysen of Millstone and Aaron Ogden of Elizabeth.

Interesting as would be the elaboration of all the points brought out in this trial it is better to consider those raised upon the legality of the action of the town meeting of February 2, 1793, and those that bear more particularly upon the proper functions of the town meeting of February 2, 1793, and those that bear more particularly upon the proper functions of the town meeting as a part of city life.

The counsel for the plaintiff contended that the tax was legally voted and assessed upon the city; that, by assisting the board of justices and freeholders of the city in erecting a court house and gaol, the city would be enabled at comparatively an inconsiderate expense to furnish themselves with buildings necessary for their own use.

The tax was voted in a regular manner. It was assessed in a regular manner. The warrant was in conformity with the usage of the city. As to the question of discrepancy between the specific

purposes for which the town meeting was called and its action, this ought not to invalidate its proceedings.

They said every meeting has a right to originate and act upon any any all measures which may be deemed important. Under the act of incorporation all the powers relating to the voting of taxes belong to the freeholders and inhabitants of the city and the common council merely acts in a ministerial manner in convoking the meeting. If then this body, by specifying in the notice which they issue, any particular purposes that they may think proper to state as the subjects of deliberation can restrict the meeting to the consideration of these particular objects, a controlling and unlimited power will be deposited in their hands, which they may employ to the most pernicious purposes. But, at the farthest, the act of the town meeting was erroneous and not void. If the meeting was irregularly convoked, or if the money was improperly appropriated, their act must stand and be held to be valid until reversed or set aside.

"Counsel for the defendant replied: "The by-laws or act assessing the tax is illegal, because it is repugnant to the law of the land. This tax and assessment, as set forth by the corporation itself, appears to have been laid for the purpose of aiding in the erection of a court house and gaol for the benefit and to be the property of the county of Middlesex. This, unquestionably, was not to provide for the exigencies of the city, and if the entire city had been embraced within the limits of the county it was intended to benefit, it might fairly be questioned whether the act was authorized by the character. Every doubt, however, upon this point must be removed when it is recollected that the city limits embrace a part of the two counties of Somerset and Middlesex.

"So far as the effect of this by-law is to compel the inhabitants of the county of Somerset to contribute to erect and support the public buildings of another county it is loading them with an extraordinary burden and is manifestly illegal. The powers and authority delegated to the Board of Freeholders are as clearly defined and limited by law as those conferred upon the city corporation. No authority is vested in them to enter into any contract under which any person should use or occupy the public buildings of the county for any other than county purposes.

"The specific object of the meeting, February 2, 1793, was stated in the resolution and notice and it would lead to the consequence of a most pernicious kind if such proceedings were sanctioned. It would be establishing an extremely bad precedent and opening the sluices

of corruption and imposition to allow a certain specified measure to be stated as the object for which the meeting was called and then to introduce and act upon another, which, had it been fairly held out, would have ensured the presence of all who might be opposed to it."

Chief Justice Kinsey delivered the opinion of the court and did it in a most vigorous and pronounced way. The judgment of the court below was affirmed and Clarkson's right to the possession of his property and the illegality of the corporation ordinance and tax was asserted. The Chief Justice said:

The professed object of the tax was to purchase an interest in the court house of the county of Middlesex. The Board of Freeholders could make no such contract with the corporation; the consideration therefore is void. The money thus raised and thus appropriated was not applied to the exigencies of the city. The effect therefore was to compel the inhabitants of the corporation residing on the Somerset side of the city, who had to build and maintain a court house of their own, to assist in defraying the expenses of public buildings of another county.

The meeting of February 2, 1793, was avowedly called, not for the general purpose of laying taxes, or supplying the deficiencies in the preceeding annual appropriations (cf. Sec. 8, chart) but for the special purpose of considering the propriety of raising money "in order to become proprietors in the bridge to be erected over the Raritan River." This is the only object of the resolution passed by the Common Council, January 25th, and it was the only object to which the attention of the citizens was directed in the advertisement by which they were called together. At the meeting held in consequence of this resolution and advertisement the persons present take no notice of the matter which has been publicly announced; but they introduce a subject altogether foreign to the avowed purpose. We are of the opinion that the vote, being wholly beside the special purpose of the meeting, was void."

So firm was this opinion intrenched in the minds of the court that, after stating other reasons for their opinion, the Chief Justice reiterates as follows:

For these reasons alone, without entering into the peculiar circumstances which in the case furnish strong suspicions of intentional and premeditated deception in this double-faced transaction, we are of the opinion that the vote of the 2nd of February, 1793, imposing a tax of three hundred pounds upon the citizens of New Brunswick for purposes set forth was illegal and void; and, of consequence, the assessment of it, the ordinance directing the time of its payment; the duplicates and warrants of distress, having no valid foundation, are likewise void.

Such is the history of how New Brunswick became a county seat as told in the record of those historic days.

THOSE WHO SERVED AS OFFICIALS

At the first local charter election held in 1785, only the President, Register, Directors, Assistants, Assessor, Collector and Marshal were chosen.

From 1801 to 1838 six Councilmen and a Clerk were elected, the remaining city officers having been appointed by the State or local legislature. From 1838, a Mayor, Recorder and members of Council were again elected. But it was not until after the consolidation of the City and Township of New Brunswick, in 1860, that any others but above were elected at the city spring election. After this period there were chosen a Mayor, Recorder, six Aldermen, six Common Councilmen, an Assessor, Collector, Justices of the Peace, Chosen Freeholders, School Superintendent, Judges of Election, Town Clerk, Surveyors of the Highways, Constables, Commissioners of Appeal and Overseer of the Poor, and from that time on the ticket began to lengthen, and at times carried as many as one hundred names to be voted on.

For years nearly every official of the city was related in some way or another, in fact, the running of the town was a family affair, and that may explain, in a manner, why there were so few changes in the makeup of the city's governing body.

After the granting of the charter of 1801 another generation came along and challenged the right to perpetual officeholding, and the principle of "rotation in office" began to be adopted in our local government. The Council of 1832, on coming into office, found a marshal on duty, having held the position for nine successive years. There were others who were eager to serve their city in that capacity. So the Council adopted:

"WHEREAS, Rotation in office is a safe and correct principle and in accordance with our Republican institutions; and whereas, the present incumbent of the office of Marshal of the City of New-Brunswick has held the same for nearly nine years; and whereas, all his fellow citizens have equal rights with himself in the participation of public trusts and confidence; therefore,

"Resolved, That the present Marshal be superceded, and that ——— be appointed in his stead."

This was a very polite way of letting it be known that the office was "to let" to a person of the same political persuasion. There were six candidates for the position of Marshal, referred to, so that the Council gave it up as an unsolvable conundrum and left the incumbent in office. In later years when there was a change in the political make up of Common Council the following resolution was adopted: That all city offices be declared vacant—with the result that the officeholders lost their "jobs" and had to go to work.

It was a common custom for the dismissed police to sell their old uniforms to their newly appointed successors. In those early days local officers, appointed by Council, held office a dozen years and over, and even then were only relieved by their death.

Among the offices filled by Council during the years that have passed were those of Clerk of Council, City Treasurer, City Surveyor or Leveller, City Paver, City Weigher, Clerk of Market, Inspector and Measurer of Lumber, City Gauger and City Prover, City Solicitor, called sometimes by the names of City Attorney and Corporation Counsel, City Physician, Assessor, Collector and Marshal, the latter three having been sometimes elected by the people and sometimes appointed by Council. Many of these offices have become obsolete and many others have been added.

The Clerk of Common Council is the oldest office established by this body and took the place of the present City Clerk.

This officer received a salary of \$25 for the first fifty years; and afterwards, for over a quarter of a century, but \$50.

The office of City Physician did not come into existence until 1832, when the approach of cholera scared the city authorities into appointing one under the name of "health officer," the first being Dr. William Van Deursen and the second and last Dr. A. R. Taylor. But it was not until the second approach of cholera, in 1849, that this officer became in any way a regular appointee. Dr. A. D. Newell had the honor of being appointed first "resident" or City Physician in that year.

New Brunswick, since the charter of 1784, has been blessed with four hundred and twelve "city fathers"; and, excluding Mayors and Recorders, formerly members, the Common Councils have, from 1784, so far as known, consisted of three hundred and forty-seven Directors or Aldermen, and Common Councilmen.

Under the charter of 1730 the chief executive officer of New Brunswick was styled Mayor. With the adoption of the State charter, in 1784, the title of Mayor was changed to that of President of Council, Azariah Dunham being chosen for that position.

Dunham died January 22, 1790. Whether or not he held the office of President of Council at the date of his death is not certain, the assumption is that he did. Who his successor was is not known as there is a break in the records of Council from the date of Dunham's death until April, 1793, when John Schureman appears as President of Council. When he was elected cannot be verified, but as he was a member of Council at the time Dunham died, there is little doubt that he was elected in 1790, to fill the vacancy.

Dr. Lewis Dunham succeeded Schureman in the spring of 1793. He undoubtedly held the office until the election of John Bayard in 1794. Bayard was followed by Abraham Schuyler in April, 1796, who served until the adoption of the charter in 1801. The names of Schureman and Dunham were never carried on the list of Mayors or President of Council, something that can not be accounted for, particularly as Dr. Dunham was the son of Azariah Dunham and John Schureman one of the foremost men of his day.

COLONIAL MAYORS

Thomas Farmer, 1730-47; James Hude, 1747-62; William Ouke, 1762-77; William Harrison, 1777-84.

PRESIDENT OF COUNCIL

Azariah Dunham, 1784-90; John Schureman, 1790-93; Dr. Lewis Dunham, 1794-94; John Bayard, 1794-96; Abraham Schuyler, 1796-1801.

MAYORS

James Schureman, 1801-13; *James Bennett, 1813-21; *James Schureman, 1821-24; Augustus R. Taylor, 1824-29; C. L. Hardenberg, 1829-38; Augustus R. Taylor, 1838-40; David W. Vail, 1840-41; Littleton Kirkpatrick, 1841-42; Fitz-Randolph Smith, 1842-43; John Acken, 1843-45; William H. Leupp, 1845-46; John Van Dyke, 1846-47; Martin A. Howell, 1847-48; Augustus F. Taylor, 1848-49; David Fitz Randolph, 1849-51; Peter N. Wyckoff, 1851-52; John Van Dyke, 1852-53; John B. Hill, 1853-55; Abraham V. Schenck, 1855-56; Lyle Van Nuis, 1856-57; †John Bayard Kirkpatrick, 1857-58; ‡Tunis V. D. Hoagland, 1858-59; Peter C. Onderdonk, 1859-60; Ezekiel M. Paterson, 1860-61; Lyle Van Nuis, 1861-63; Richard McDonald, 1863-65; *Augustus T. Stout, 1865; †John T. Jenkins, 1865-67; Miles Ross, 1867-69; George J. Janeway, 1869-71; Garret Conover, 1871-73; Thomas M. de Russy; 1873-75; Isaiah Rolfe, 1875-77; Lyle Van Nuis, 1877-79; T. De Witt Reiley, 1879-81; William S. Strong, 1881-89; James M. Van Cleef, 1889-95; Nicholas Williamson,

1895-1902; George A. Viehmann, 1902-04; William S. Meyers, 1904-06; Drury W. Cooper, 1906-08; W. Edwin Florance, 1908-10; John J. Morrison, 1910-14; Austin Scott, 1914-15; *Edward F. Farrington, 1915-18; John J. Morrison, 1918.

ALDERMEN-AT-LARGE

William C. Jacques, 1897-1903; Freeman Woodbridge, 1903-06; H. Raymond Groves, 1906-09; Frederick Wiegel, 1909-11; Edward Burt, 1911-15.

CITY CLERK

Under the charter of 1730 this office was known as Recorder. The Colonial Recorders were: James Hude, 1730-47; William Ouke, 1747-62; James Neilson, 1762- (the records are missing until after the Revolution).

Clerk of Common Council, now called City Clerk—Staats Van Deursen, 1796-1816; Thomas Hance, 1816-19; John Dunham, Jr., 119-20; J. W. Martin, 1820-22; Henry C. Guest, 122-24; Peter Conover, 1824-37; John McCready, 1837-38; Elisha Snowden, 1838-41; George Ellis, 1841-45; James McDowell, 1845-46; Abraham V. Schenck, 1846-50; J. Hatfield Frazee, 1850-52; John Terhune, Jr., 1852-54; Woodbridge Strong, 1854-58; John C. Booream, 1858-59; Henry Blumer, 1859-61; A. R. Speer, 1861-64; H. R. Baldwin, 1865; A. R. Speer, 1865-66; Henry Blumer, 1866-67; A. R. Speer, 1867-68; John V. Henry, 1868-70; John F. Babcock, 1870-72; A. M. Way, 1872-79; Edward Tindell, 1879-84; Henry B. Cook, 1885-90; George J. Littrest, 1891-96; John L. Jacques, 1897-98; George H. Deinzer, 1899-1904; Frank J. Ward, 1905-06; James A. Morrison, 1907-11; Elmer J. McMurtry, 1911-14; John Watson, 1914-15; Eugene J. McLaughlin, 1915—.

RECORDER

The Recorders of New Brunswick, under the name of "Registers", began their duties in 1784. Up to 1801 they went under the latter name and from that date were known by their present title of Recorder. Those serving from 1801 to 1838 were appointed, like the Mayors, for terms of five years by the Legislature and Governor; those from 1838 to 1863 were elected annually, by the people, and those from 1863 for three years. The longest service which any of these criminal judges performed was that of Colonel John Neilson, who acted as Register five terms from 1796 to 1801, and as Recorder, four terms, from 1801 to 1821, a total of twenty-six years.

*Died in office. †Resigned. ‡Elected to fill vacancies.

The term of service of these officials was as follows:

Registers—Frederick Frelinghuysen, 1784-95; John Neilson, 1796-1801.

Recorders—John Neilson, 1801-21; Dr. Augustus R. Taylor, 1821-24; Nicholas Booream, 1824-29; Borden M. Voorhees, 1829-34; Staats Van Deursen, 1834-38; David W. Vail, 1838-40; John B. Hill, 1840-41; John Van Dyke, 1841-42; Dr. Augustus F. Taylor, 1842-44; Jonathan C. Ackerman, 1844-46; Martin A. Howell, 1846-47; John C. Elmendorf, 1847-48; Ira C. Voorhees, 1848-49; Peter Conover, 1849-51; Abraham V. Schenck, 1851-52; Peter Conover, 1852-54; Peter P. Runyon, 1854-55; Martin Nevius, 1855-56; Peter Conover, 1856-57; Martin Nevius, 1857-58; John S. Blauvelt, 1858-59; James G. McDowell, 1859-60; Martin Nevius, 1860-61; David T. Jefferies, 1861-69; Martin Nevius, 1869-75; John V. N. Lyle, 1875-80; H. D. B. Lefferts, 1880-81; William Daly, 1882-84; Charles P. Ford, 1885-87; Henry C. Housell, 1887-89; William F. Harkins, 1890-96; James C. Sullivan, 1896-98; William Kuhn, 1898-90; John Watson, 1906-08; Edward J. Houghton, 1909-15; Joseph J. Feaster, 1915-17; John Watson, 1917-19; Charles E. Tindell, 1919-.

CITY COLLECTOR

This office was supplied in the same manner as that of Assessor: first elective, then appointment was by Council, when in 1852 it again became elective—Henry Lupp, 1784; Staats Van Deursen, 1796-98; John Hill, 1799-1803; William Lupp, 1803-06; John Hill, 1806-11; Moses Guest, 1811-14; John A. Meyers, 1814; Simeon Murray, 1814-16; Moses Guest, 1816-19; Nicholas Booraem, 1828-29; Abraham S. Van Deursen, 1829-34; Samuel C. Cook, 1834-40; Charles S. Hutchings, 1840; James Conover, 1841-42; D. F. Randolph, 1843-44; Elisha Snowden, 1845-46; Abraham Oakey, 1847-49; James Conover, 1850; A. W. Mayo, 1851; James Ryno, Jr., 1852-54; John Clark, Jr., 1855; John S. Spader, 1856; Clayton Ket, 1856-58; William M. Spader, 1859; H. C. Hooker, 1861-62; Lawrence Fisher, 1863. From this time three Collectors were elected annually until 1868, when Robert G. Miller was chosen for a term of three years, others who held that position included Charles T. Warner, William H. Price, W. Frank Parker, W. E. Florance and George Weigel.

CITY ASSESSOR

The City Assessor was elected until 1801, then appointed until 1863, when they were again elected. Abraham Schuyler, 1784; Lewis Foreman, 1796-1801; Elijah Phillips, 1801-02; Mathew Egerton, 1802-

09; John A. Myer, 1809-13; Thomas Hance, 1813-16; John A. Myer, 1816-19. From the latter year to 1828 no taxes were assessed, the city existing on its fees, consequently neither assessor nor collector were necessary. Nicholas Booream, 1828-33; David Mercereau 1833-40; James H. Newell, 1841-42; Isaac B. Van Dyke, 1843-44; James H. Newell, 1845; Henry Sanderson, 1847; David F. Campbell, 1848-49; Asa Pyatt, 1850; Joseph A. Bevers, 1850; Daniel H. Perrine, 1851; A. W. Mayo, 1852; David F. Campbell, 1853; A. F. Taylor, 1854; David Mercereau, 1855; John E. Page, 1856; A. W. Mayo, 1857; John Van Deursen, 1858; John E. Page, 1859; Samuel Applegate, 1860; Enos Fouratt, 1859; G. H. W. Reams, 1861-62. From this time to 1868, assessors and collectors were elected in each of the three districts into which the city had been divided. In the latter year Cornelius W. Castner was chosen sole assessor and served until 1886. At a later date assessors were appointed by Council, sometimes for districts, and at other times for the city at large, and consisted of three members.

CITY SURVEYORS

The City Surveyors began their duties in 1801, when the office was first established. The following have served as such: John Baker, 1801-06; John Voorhees, 1806-07; William Lawson, 1807-10; Abraham Potts, 1810-11, William Law, 1811-18; Abraham Potts, 1818-26; Nicholas Booream, 1826-29, 1860-61; Nicholas Wyckoff, 1828-29; David Mercereau, 1829-32, 1837-39, 1852-55; Jephtha Cheeseman, 1832-49; C. E. Taylor, 1849-52; James T. Croes, 1855-60; William Wright, 1861; Thomas N. Doughty, 1865; General Hillhouse, 1869; J. C. Weston, 1875. Cyrus W. Sproul was acting surveyor for a number of years, no regular appointment being made until 1888, when the title was changed to that of City Engineer. Josiah Tice, 1888-91; Asher Atkinson, 1891-1905; Frederick C. Schneider, 1905-13; Asher Atkinson, 1913-14; Frederick C. Schneider, 1914-15; Asher Atkinson 1915—.

CITY TREASURER

William Van Deursen, 1796-1816; Daniel W. Disborough, 1816-24; Rutzen Hardenbergh, 1824-28; Ferdinand Van Arsdale, 1828-33; William P. Forman, 1833-36; William Letson, 1836-49; Charles Dunham, 1849-59; Israel H. Voorhees, 1859-61; John Clark, Jr., 1861-63; Andrew Agnew, 1863-66; Joseph Fisher, 1866-67; Isaac L. F. Elkins, 1867-70; Henry Blumer, 1870-74; Adrian Graff, 1874-78; Lewis R. Dunham, 1878-83; Arthur G. Ogelby, 1884-85; James Neilson, 1886-95; J. Bayard Kirkpatrick, Sr., 1895-1908; O. O. Stil-

man, 1908-10; William Edwin Florance, 1911-13; John J. Morrison, 1914-15; Joseph H. Ridgeway, 1915-17; William G. Howell, 1917-.

STREET COMMISSIONER

Samuel Bell, 1868-69; David Carel, 1870-71; John F. Mitchell, 1872-76; Daniel Stubblebine, 1877-78. No commissioners from 1879 to 1892.

Richard Hageanan, 1893; William Harkins, 1900-1905; Sam Farrell, 1906-07; John Kemp, 1908-09; Abraham Jelin, 1910-11; C. McCrellis, 1912; John J. Curran, 1913.

ALDERMEN AND ASSISTANTS, 1730-1750

Aldermen—William Cox, Lawrence Williamson, Jacob Oakey (Ouke), Dirck VanArsdalen, Dallius Heegeman, Josiah Davison, Dirck Schuyler, Theodory Mallet, John Witherhill, William Ouke, Philip French, Peter Kimble, Donald Fitch, Judiah Higgins, John Reynolds, James Neilson, and Hendrick Van Dursen.

Assistants—John VanDyck, William Williamson, Court Voorhees, Daniel Fitch, Paul Miller, Cornelius Bennett, Jeremiah Vanderbilt, Lucas Voorhees, Gerrardus De Pyster, Hendrick Van Dursen, James Neilson, Peter Kemble, Dirck Van Veghte, and James Lyne.

The list of Aldermen and Assistants from 1751 to 1784 can not be found. It will be noticed that Hendrick Van Dursen, James Neilson, Daniel (Donald) Fitch and Peter Kemble served first as Assistants and later as Aldermen.

MEMBERS OF COMMON COUNCIL

FROM 1784-1801

Directors—John Taylor, 1784; John Neilson, 1784; John Schureman, 1784; Henry Guest, 1784; Jacob R. Hardenbergh, 1796-98; Robert Boggs, 1796-98; James Bennett, 1796-98; William Lawson, 1796-99; Elisha Phillips, 1797-98; John Bray, 1799-1801; John Dennis, 1799-1801; John Baker, 1799; Jacob Talman, 1800-01; Peter Ten Eick, 1800-01.

Assistants—Peter Dumont, John Bray, John Van Emberg, James Douglass, William Van Deursen, from 1784; James Schureman, 1796-98; Moses Guest, 1796-1801; John Baker, 1796-97; James Richmond, 1796; Jacob Dunham, 1796-1801; Abraham Blauvelt, 1796-98; William Lawson, 1797-98; John Plum, 1798-1801; Jacob R. Hardenbergh, 1799-1801; John Van Nuis, 1799; Robert Boggs, 1800-01; William Dunham, 1800-01; Isaac W. Crane, 1800-01.

FROM 1801-1863

Aldermen—Abraham Schuyler, 1801-06; Jacob Dunham, 1801-06; John Bray, 1801-06; James Bennet, 1806-14; William Leupp, 1806-14; John Outcalt, 1806-18; Thomas Hance, 1810-21; Abraham Potts, 1814-26; Lewis Carman, 1818-23;

Aaron Hassart, 1821-30; Ephraim G. Mackay, 1823-26; John Terhune, 1826-31, George H. Stout, 1826-31; John H. Spear, 1830-33; James C. Van Dyke, 1831-38; Andrew Agnew, 1831-38; James C. Zabriskie, 1833-38.

Common Councilmen—Robert Boggs, 1801-08; 1810, 11, 13, 14, 20; John Baker, 1801-06; Abraham Blauvelt, 1801-13; William Dunham, 1801-12; Moses Guest, 1801-04; John Dennis, 1801-12; 1805, 11, 22, 23; J. W. Scott, 1805-08; 16, 17, 33; Mathew Egerton, 1806-14; Peter S. Wyckoff, 1808-10; William Patterson, 1808-11; Thomas Hill, 1808-10; John Bray 1808-09; J. R. Hardenbergh, 1811, 12, 14, 15; James R. Voorhees, 1811-13; Dr. Augustus R. Taylor, 1813-14; James C. Van Dyke, 1813-16; Daniel W. Disborough, 1813-15; 1816-19; John N. Simpson, 1814-16; Simeon Mundy, 1814-15; John T. Duychinck, 1814-15; James Schureman, 1815, 16, 20; Staats Van Deursen, 1815-16-21; Jehiel Freeman, 1816-19; Thomas Letson, 1816-19; Peter Dayton, 1817-19, 31; Lewis Carman, 1816-18; Cornelius L. Hardenbergh, 1816-19-21-24; Joseph C. Griggs, 1818-20-33; Samuel Holcomb, 1819-20; Squire Martin, 1819-20; John Hutchings, 1820-21; John Neilson, 1821; John W. Bray, 1821; John Terhune, 1821; Borden M. Voorhees, 1822, 24-29; Nicholas Booream, Jr., 1822-23-31-34-36; James Conover, 1822-30-32; Jonathan C. Ackerman, 1822-23; William Van Deursan, 1823-24; James S. Nevius, 1824-28-31-32; Abraham S. Neilson, 1824-32-36; Rutsen Hardenberg, 1825-28; George H. Stout, 1825; Frederick Richmond, 1826-28-31-37; Daniel W. Vail, 1826-28-36; Jacob Wyckoff, 1829; John Bergen, 1829; Littleton Kirkpatrick, 1829-30; Mathias Freeman, 1829; Mahlon S. Clark, 1829-33; Richard Manley, 1830; Jacob Edmonds, 1830; Theophilus M. Holcomb, 1832; James Bishop, 1833; George P. Molleson 1833-37; James B. Cox, 1834-35; Nicholas Wyckoff, 1834-35; William H. Leupp, 1834-35; Samuel Baker, 1836-37; James Hutchings, 1836; Henry Smith, 1837; John W. Kempton, from 1838-63.

Aldermen—Haley Fisk, 1838-39-40-50; Samuel Baker, 1838-42; Frederick Richmond, 1838; John B. Hill, 1839; John Van Dyke, 1839-40; James Clark, 1840; Charles Dunham, 1841-42; Abraham S. Neilson, 1841-42; Jonathan C. Ackerman, 1843; Nicholas Booraem, 1843; Martin A. Howell, 1843; Richard McDonald, 1844; Elias I. Thompson, 1844-45; Ira C. Voorhees, 1844-45; John C. Elmendorf, 1845; William McDonald, 1846; Ralph Voorhees, 1846; David C. English, 1846-47; Moses F. Webb, 1847; Edward S. Vail, 1847; Henry H. Schenck, 1848; Peter P. Runyon, 1848; George H. Stout, 1848; Henry Bell, 1849; John S. Hoagland, 1849-50; Peter N. Wyckoff, 1849-50; Peter N. Miller, 1851; Lawrence Fisher, 1851-52; D. S. Garrigues, 1851-55; Ralph Stout, 1852; William G. DeHart, 1852-53; Lyle Van Nuis, 1853-54; George Taylor, 1853; Martin Nevius, 1854; Abraham P. Provost, 1854-61; Stephen Moore, 1855; John T. Jenkins, 1855-56; Abraham S. Neilson, 1856; John W. Kempton, 1856; Elias Ross, 1857-58; D. F. Randolph, 1857; Israel H. Hutchings, 1857-58; John B. Inslee, 1858; John V. H. Van Cleef, 1859; D. N. Merritt, 1859-60; Levi D. Jarrad, 1859-60; William Maloy, 1860; John B. Buckelew, 1861; Joseph Danberry, 1861-62; Robert Miller, 1861; John F. Moore, 1861; G. H. W. Reams, 1861; Edw. B. Wright, 1862; Frederick Staat, 1862; John Furlong, 1862; Henry R. Baldwin, 1862; John F. Morris, 1862.

Councilmen—Martin A. Howell, 1838-39; Jacob F. B. Skilman, 1838-39; James Clark, 1838-39; James Fisher, 1838; John Nevius, 1838-40; Jephtha Cheeseman, 1838-40-48; Henry H. Schenck, 1839-40; Johnson Letson, 1840-42;

John Doty, 1840-42; Arthur B. Sullivan, 1840; Gustavus Auten, 1841-42; Andrew B. Melick, 1841-42; John Meyers, 1841; Ralph Stout, 1841; Randolph Martin, 1842; Martin Nevius, 1842-48; John A. Northrop, 1843; Abraham B. Carter, D.D., 1843; Isra C. Voorhees, 1843; Samuel C. Cook, 1843; George MacKay, 1843; John C. Elmendorf, 1843-44; John H. Stothoff, 1844; John W. Stout, Jr., 1844; Joseph Fisher, 1844-46; Isaac Voorhees, 1844-46; Stephen F. Randolph, 1844; Ralph Voorhees, 1845; William McDonald, 1845; Edward S. Vail, 1845-46; Dr. A. D. Newell, 1845; Charles D. Deshler, 1845; Moses F. Webb, 1846; Peter C. Onderdonk, 1846-47-52-56; Peter Buckelew, 1846-47; John P. Hardenbergh, 1847; Benj. V. Ackerman, 1847; John H. Ayers, 1847; Henry Blumer, 1847-52-53; Henry Richmond, 1848; John S. Hoagland, 1848; Peter N. Wyckoff, 1848; Joseph A. Beavers, 1848; Henry W. B. Woodhull, 1849; John S. Spader, 1849-50; Alfred W. Mayo, 1849-50; Stephen Moore, 1849-50; Warren Hardenbergh, 1849-50; Peter V. Miller, 1849-50; Aaron K. Cory, 1850; William G. DeHart, 1851; John W. Newell, 1851; Peter A. Van Deventer, 1851-57; Vincent Runyon, 1851-56; John Helm, 1851; A. E. Gordon, 1851; Samuel R. Marsh, 1852-58; Lyle Van Nuis, 1852; Elias Baker, 1852; Henry G. Tyer, 1852-53; John T. Jenkins, 1853-55; Cornelius Powelson, 1853-60; Daniel M. Vail, 1853; Curtis Goodwill, 1853; Stephen Jefferies, 1854; H. S. Arents, 1854; Robert Miller, 1854; Moses Coddington, 1854; Oliver B. Gaston, 1854; William Flagg, 1854; John W. Kempton, 1855; K. T. B. Spader, 1855; George Eldridge, 1855-56; George W. Metler, 1855 (declined to serve); Daniel H. Perrine, 1855-56; John V. H. Van Cleef, 1856; John B. Inslee, 1857; Robert M. Boggs, 1857; Isaac Voorhees, 1857; William Rust, 1857; Lewis V. D. Hoagland, 1858; John R. Dennet, 1858; J. D. H. Lott, 1858-59; William Brower, 1858; Peter Van Sickle, 1858; George Buttler, 1859-60; Ephraim Nagle, 1859; J. R. Van Arsdale, 1859; James P. Langdon, 1859; John B. Conover, 1859; Charles T. Warner, 1860; John Buckelew, 1860; James C. Bergen, 1860; George W. Martin, 1860; Edw. B. Wright, 1861; H. M. Price, 1861; Ward Wheeler, 1861; Thomas Mulvy, 1861; James McMahon, 1861; James DeHart, 1862; John B. Buckelew, 1862; P. S. Van Sickle, 1862; Samuel W. Bell, 1862; John T. Muller, 1862; David Kelsey, 1862.

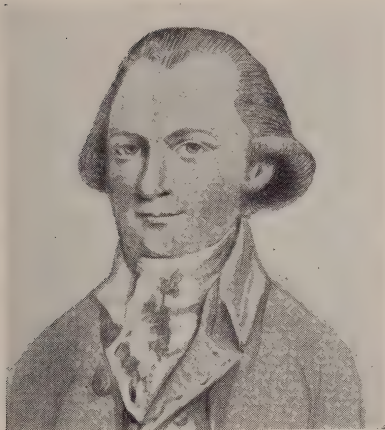
FROM 1863-1915

In 1863 the title was changed to Aldermen and remained so until the adoption of commission rule.

Aldermen—William G. DeHart, 1863-64; Vincent Runyon, 1863; John Hayes, 1863; Joseph Grover, 1863-65; John V. Henry, 1863-65; Mahlon Runyon, 1863-65-69; Isaac W. Hoagland, 1863-65; John B. Buckelew, 1863-64; John Furlong, 1863-64; Warren Hardenbergh, 1863-64-68-70; John Waldron, 1863-64; Frederick Staat, 1863-64; John Cheeseman, 1864-65; Mathew O'Gorman, 1864-66-68; John T. Jenkins, 1864-65; John Runyon, 1865-69; John A. Walling, 1865-67; Nelson Dunham, 1865-67; Elihu Cook, 1865-67-70-72; Cornelius W. Castner, 1865-67; W. V. S. Annin, 1865-66-67-69; Joseph Oram, 1866-72; D. C. English, 1866-68; A. M. Way, 1866-68; Robert C. Helm, 1866-68; John Van Deventer, 1866-68; Oliver C. Wilson, 1867-69; Edward B. Marsh, 1867-68; Daniel Keys, 1867-69; Henry H. Van Amburgh, 1868-70; Edward Meagher, 1868-70; Henry Blumer, 1868-70; Hugh Tolan, 1868-70; Cornelius Snedeker, 1868-70; Jordon S. Doyle, 1869-73; Charles Hubbard, 1869-71; Isaac L. Fisher, 1869-71; James

L. Rogers, 1869-75; William Brower, 1869-71-75-77; G. G. Voorhees, 1869-71; Isaiah Rolfe, 1870-74; Alfred J. Buttler, 1870-72; Cornelius Powelson, 1870-74; Joseph L. Mulford, 1870-72-74-78; Charles S. Hill, 1870-72; Edward R. Marsh, 1871-75; John S. DeHart, 1871-77; Daniel Buzzee, 1872-76; Joseph Bodine, 1872-74; James S. Van Anglen, 1872-76; Henry McSpaden, 1872-76; John Van Deursen, 1873-75; Matthew O'Gorman, 1873-75; John L. Manning, 1874-76; James C. Sullivan, 1874-78; Lyman Cronk, 1875-77; F. M. Oliver, 1875-80; A. D. Inslee, 1875-79; David A. Storer, 1875-77; Aaron Rule, 1876-80; I. A. Williamson, 1876-78; Thomas Greenwood, 1876-78; Francis Harding, 1876-80; John Daly, 1878-79; Voorhees Brower, 1878-79; J. M. W. Suydam, 1878-79; James Hurley, 1880-82; James Neilson, 1880-82; John C. Scott, 1880-81; Alexander M. Way, 1880-81; John Fitzgerald, 1880-84; Cornelius Farley, 1880-83; John N. Carpender, 1880-81; John S. DeHart, 1880-81; Charles B. Herbert, 1880-85; Henry Walker, 1880-81; Charles McCormick, 1880-81; John F. Mitchell, 1881-82; Isaac V. VanDorn, 1881-84; Robert Carson, 1882-85; Chas. A. Dunn, 1882-83; Nicholas Williamson (later Mayor), 1882-85; Patrick Hogerty, 1882-85; George V. Smith, 1883; Frank P. Dunn, 1883-90; Clarence M. Slack, 1883-84; Peter S. Atkinson, 1884-87; William H. Price, 1884-87; Everett L. Goodwin, 1885-86; James Houghten, 1885-88; Matthew O'Gorman, 1885-86; John Barbour, 1886-87; Thomas R. Kenney, 1886-87; Miles V. Bennett, 1887-90; Peter S. VanAnglen, 1887-90; John Van Dursen, 1887-88; John Smith, 1887-88; William Van Nortwick, 1887-91; Hugh McKeag, 1888-93; Loyal T. Ives, 1888-91; William B. Davis, 1888-91; William C. Jacques, 1888-99; James F. Curran, 1889; James F. Flemming, 1889-92; John Mulvey, 1890-93; John H. Daly, 1891-92; William H. Helm, 1891-95; J. E. McMurtary, 1891-92; C. B. Bergen, 1892-93; Frank K. Runyon, 1892-93; Howard A. Reynolds, 1892-95; John H. Becker, 1893-98; Jeremiah Donovan, 1893-94; George S. Silzer, 1893-94; J. H. Miller, 1894-97; Jacob H. Whitfield, 1894-97; Harry A. Neilson, 1894-95; John Banker, 1895-98; August T. Landmesser, 1895-98; L. G. Phinney, 1895; William Richardson, 1895-96; Henry C. Housell, 1896-99; Charles A. Oliver, 1896-1915; Edward T. Runyon, 1896-1914; C. Davis, 1897-1900; Frederick Hendricks, 1897-1905; Peter F. Daly, 1894-95; William Croken, 1898-99; John J. Harkins, 1899-1902; Leslie J. Johnson, 1899-1902; Fred Tappen, 1899-1901; William Van Sickel, 1899; Andrew Zahn, 1899-1904; George Collins, 1900-06; Thomas Meacham, Sr., 1900-05; Freeman Woodbridge, 1900-04; Michael Casey, 1902-03; Fred Fink, 1902-03; Samuel Farrell, 1902-03; Willard P. Clark, 1902; Alfred S. March, 1903-04; John Van Dursen, 1904-05; Silas D. Owens, 1904-06; George Perschner, 1904-05; I. Newton Blue, 1905-08; H. Raymond Groves, 1905-08; Lewis Hope, 1905-06; William H. Mailer, 1905; J. Fred Orpen, 1905-09; Ralph Holman, 1906-11; Charles E. Tindall, 1906-11; Nicholas Williamson, 2nd, 1906-07; Charles Forman, 1907-10; Joseph J. Feaster, 1907-15; John J. Morrison, 1907-08; John Francies, 1907-09; Clifton G. Mott, 1907-08; James H. Curran, 1910-13; James Curran (6th ward), 1908-09; Ferdinand Stahlin, 1908-09; Robert Kahrman, 1909-10; John H. Payton, 1909; Frederick Weigel, 1910; Joseph H. Ridgeway, 1910-11; Peter F. Kenney, 1910-15; William F. Miller, Jr., 1910-15; Edward Burt, 1911; W. Carey Nicholas, 1911-12; Samuel Skewis, 1911-12; Henry Seiffert, 1912-13; George W. Collins, 1912-15; William Goodwin, 1912-13; Edward Banker, 1912-15; Henry B. Blaine, 1913-15; John F. McGovern, 1913-14; William F. Matthews, 1914; William Van Nuis, Jr., 1914-15; William Oughten, 1915; Peter A. Tennyson, 1914-15.

NEW BRUNSWICK'S MAYORS



COL. AZARIAH DUNHAM

Born at Pitcataway, 1719. Surveyor, member of the Continental Congress; member of Committee of Safety, 1776. Colonel of Militia, member of General Assembly. Lived on Little Burnet Street, near Commerce Square. Died January 22, 1790. President of Council, 1784-89.

JOHN SCHUREMAN

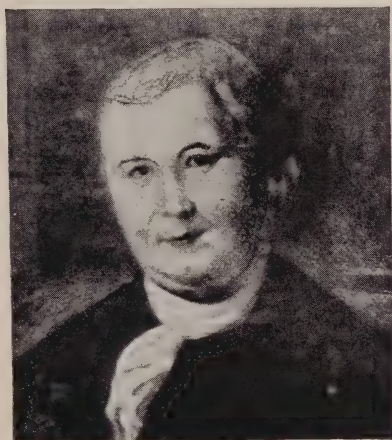
Born February 27, 1729. Member of Legislature, member of Provincial Congress and Committee of Safety. Judge. Had storehouse at foot of Dutch (now Schureman) Street. Treasurer of Queen's College, 1791-95. President of Council, 1790-93. Died July 6, 1795.

DR. LEWIS FORD DUNHAM

Born at New Brunswick, March 31, 1754, son of Azariah Dunham. Surgeon in American Army, 1776. Colonel of Militia under Governor Franklin. President of State Medical Society, 1791-1816. President of Council 1793-1794. Died August 26, 1821.

ABRAHAM SCHUYLER

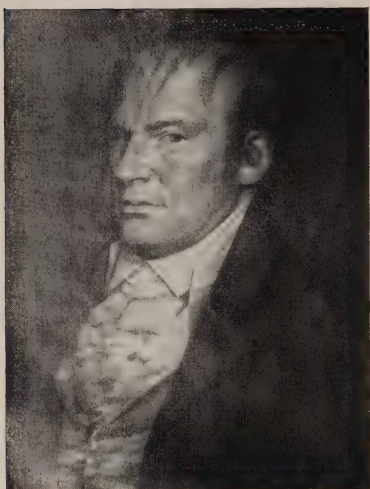
Born April 8, 1741. Member Committee of Safety, Sheriff 1784. Signer for the Charter of 1784 and appointed Assessor. A patriot and leading citizen of his time. President of Council 1796-1801.



JOHN BAYARD

(From a painting by Peal)

Born August 11, 1738, in Cecil County, Maryland. Located at Philadelphia, where he engaged in mercantile pursuits. Elected several times a member of the Pennsylvania Assembly, serving a number of terms as Speaker. Major, Second Battalion, Philadelphia Volunteers, which he commanded at the battle of Trenton. Member of the Committee of Safety, and in 1785 a member of the old Congress sitting in New York. Removed to New Brunswick in 1788 and built a house on Albany Street, long known as "Mansion House." Judge of Court of Common Pleas. President of Council 1794-96. Died January 7, 1807.



JAMES SCHUREMAN

Born at New Brunswick, February 12, 1756. Merchant. Trustee Queen's College, 1782-1824. Treasurer, Queen's College 1795-1813. Tutor, Queen's College, 1782- , 1807- . Second Lieutenant in Captain Taylor's Company, Colonel Neilson's Battalion, 1776. In battle of Long Island. Member of Provincial Congress of New Jersey, 1786. Delegate to Annapolis Convention, 1786. Member of Continental Congress, 1786-88. Member of United States Congress, 1789-91, 1797-99, 1813-15. U. S. Senator, 1799-1801. Member Committee for first U. S. Census. Vice-President Council of New Jersey. His plan of an orchard is the earliest known. The named varieties of his apples and pears are still in the market. He lost his right eye through the effects of an attack of smallpox. Mayor 1801-13, 1821-24. Died January 22, 1824.

JAMES BENNETT

Born at New Brunswick in 1749. Had a tavern on Queen Street. Mayor 1813-21. Died suddenly while in office on January 21, 1821.



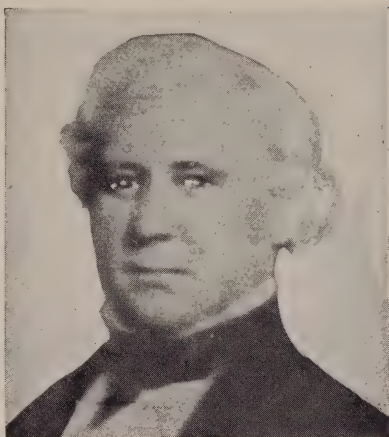
DR. AUGUSTUS R. TAYLOR

Born at New Brunswick, 1782. Student at Queen's College. Studied medicine with Dr. Moses Scott, and later began his studies at the University of Pennsylvania at which school he completed his course in 1803. Member of the Board of the State Medical Society. He was twice Mayor, but did not live to complete his second tenure of office. Disease, as a result of a change from the active life of a physician to the more sedentary habits of a politician, came upon him, and he died in 1840. Mayor 1824-29 and 1838-40.



CORNELIUS LOW HARDENBERGH

Born July 4, 1790. Lawyer. Member N. J. Assembly, 1835. President Bank of New Brunswick. Professor of Law, Rutgers College, 1835. Trustee, Rutgers College, 1815-60. Secretary Trustees, Queen's, 1821-25. A.M. (Queen's, 1812). LL.D. (Rutgers, 1852). Mayor Hardenbergh became blind in 1846. He was one of the committee to arrange for the reception to Lafayette in 1824. A leader in all civic matters. Mayor 1829-38. Died July 14, 1860.



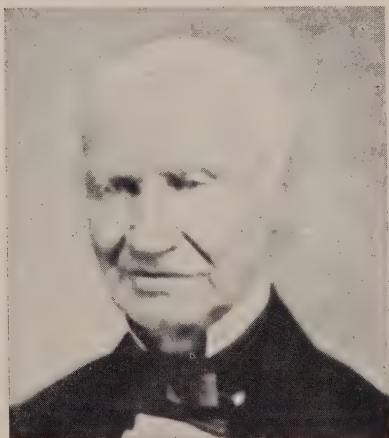
LYTTLETON KIRKPATRICK

Born in New Brunswick in 1797 and received his degree from Princeton in 1815. He practiced law in New Brunswick and won considerable distinction as a debater of cases. From his law office he was elected to the twenty-eighth Congress as a Democrat. Alderman. Mayor 1841-42. Died at Saratoga Springs, N. Y., August 15, 1859.



DAVID W. VAIL

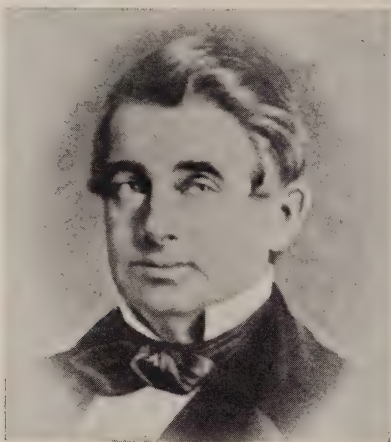
Born near New Brunswick in 1796. Married in 1816. Mr. Vail was one of the most active and useful members of the community in which he lived; and the estimation in which he was held was evidenced in his being sent to the State Legislature in 1831 and 1832, his holding the office of Recorder, 1838-40. On January 16, 1842, this excellent man died suddenly of an affection of the heart, in the 46th year of his age. Mayor 1840-41.



DR. FITZ RANDOLPH SMITH

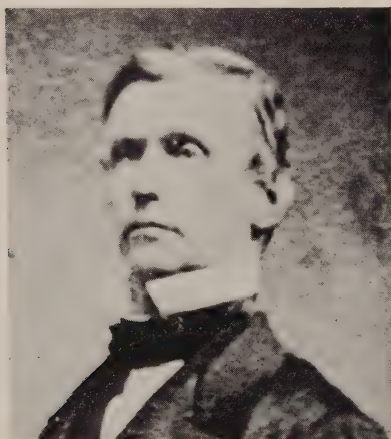
Born in New Brunswick in 1786. He studied under Prof. Lindsey in Newark and entered the College of New Jersey in the year 1804. After

graduating he began the study of medicine under Dr. Moses Scott, and later at the University of Pennsylvania. He served successively as treasurer, vice-president and president of the State Medical Society. In 1854 he retired finally from active life and took the cultivation of his private property, and thus became fairly well known as a gentleman farmer. He remained in private life until the time of his death in 1865. Mayor 1842-43.



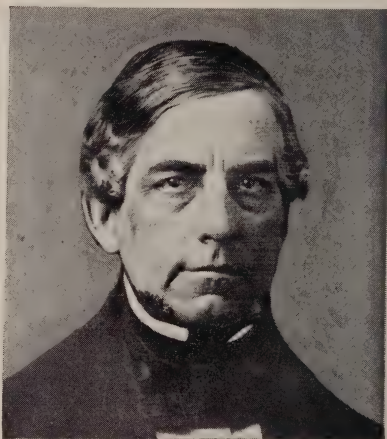
JOHN ACKEN

Director of the New Jersey Railroad Company. Mayor 1843-45.



WILLIAM H. LEUPP

Born September 21, 1801, in New Brunswick. Was graduated from Columbia College, New York. Admitted to New Jersey Bar, counselor-at-law. State Senator from Somerset. Several years a member of the State Board of Education. Lived at 109 Albany street. Mayor 1845-46. Died August 3, 1871.

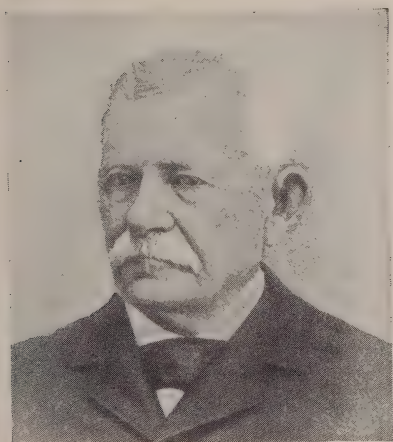


JOHN VAN DYKE

Born at Lamington, N. J., April 3, 1807. Studied law with Judge Nevius of New Brunswick and upon admission to the bar became a partner of Judge Nevius. He soon rose to eminence at the bar, making a great success as counsel for the state in the celebrated Robinson-Suydam murder case. As prosecutor of the pleas he scored again in the Fox murder case. He conducted as attorney and counsel many famous civil cases, such as the Goodyear infringement of the rubber patent case in which he was associated with Daniel Webster.

In 1841 he was married to Mary Dix Strong, a daughter of Dr. Theodore Strong of Rutgers. In Congress for two terms, 1847-1851, and in his first term had the good fortune to sit beside Abraham Lincoln whom he came to know well and to respect highly in the days when Lincoln was unknown to the East. In Congress he was a

Whig and an Abolitionist, making several strong anti-slavery speeches and standing with Lincoln in opposition to the Mexican War. President of the Farmers and Mechanics Bank which was merged with the Bank of New Jersey of which he was also president for seven years until, Governor Newell in 1859 appointed him a justice of New Jersey Supreme Court. In 1868, on account of ill health in his family and a desire on his own part to retire from public life, he removed to Minnesota. He was there called in as counsel for the state in several cases. Became a member of the State Legislature, and was afterward appointed by Governor Austin a judge of the Third Judicial District. Mayor 1852-53. Died December 24, 1888, at Wabaska, Minn.

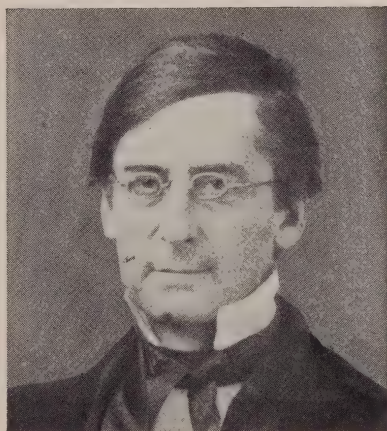


MARTIN A. HOWELL

Born, 1804. Educated in the old Lancastrain School. He worked with a wall paper manufacturing company, and in 1837 erected a plant on Water street, New Brunswick. Mr. Howell became identified with practically every important enterprise in the city. He was a director in six banks, an incorporator of the New Brunswick Light Company and the New Brunswick Mutual Fire Insurance Company,

of the New Brunswick Rubber Company, of the Perth Amboy Steamboat Company, of the Norfolk and New Brunswick Hosiery Company. In 1862 he was elected director of the New Jersey Railroad and Transportation Company, and subsequently of the United Railroads and Transportation Companies of New Jersey. In 1863 he was chosen director of the Perth Amboy and Woodbridge Railroad Company, Subsequently he became its president.

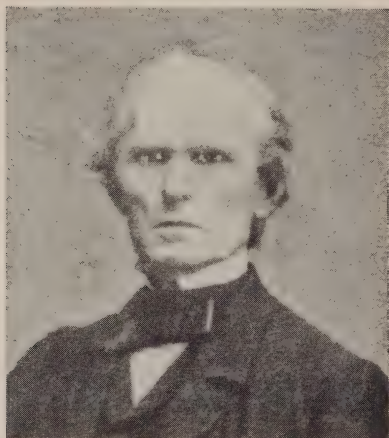
He was a member of the Common Council of the city and was City Recorder. In politics he was a Whig, as such served in the State Legislature. An old account says that he was "foremost among those who were waging a successful battle against the commissioners of streets and sewers who . . . "were leading the city into financial ruin and needless an dextravagant expenditures." Mayor 1847-48.



DR. AUGUSTUS FITZ RANDOLPH
TAYLOR

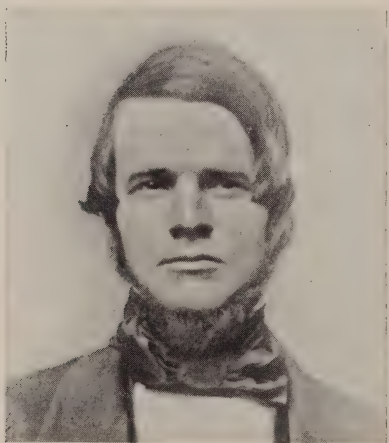
Born, October 6, 1809, New Brunswick. Physician. A.M. (Rutgers, 1832. M.D. Medical Society of New Jersey, 1832. Mayor Taylor became blind, the second Mayor to be so afflicted. This picture was taken during his term as Mayor. His best known picture

shows him as an old man, blind and wearing a long beard. Mayor Taylor was president of the "Forty Niners" that went out to the California gold fields. Mayor 1848-49. Died, March 6, 1889.



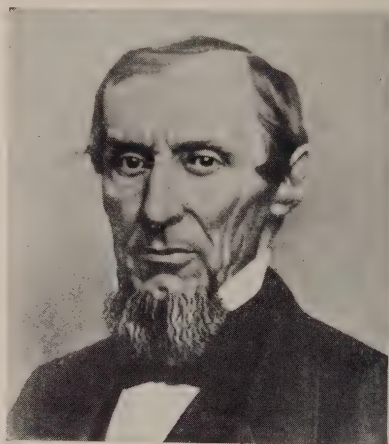
DAVID FITZ RANDOLPH

Merchant and Director in the old Farmers and Mechanics Bank. Mayor 1849-51.



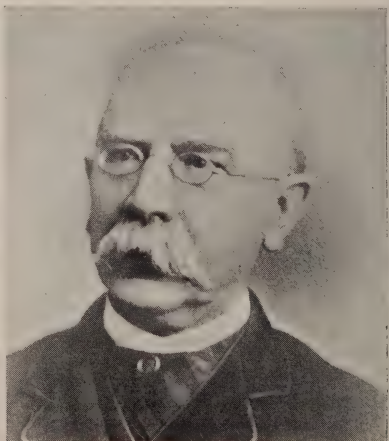
PETER N. WYCOFF

Mason and builder. Alderman. Mayor 1851-52.



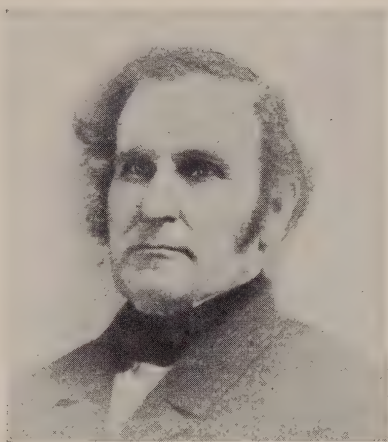
JOHN B. HILL

As a boy Mr. Hill served in the office of Colonel John Neilson, president of the Camden and Amboy Railroad. Following that he became bookkeeper in the State Bank, October 8, 1835, and rose with rapidity to cashier and then president of the institution. His executive ability brought the bank to a higher level of prosperity than was ever known before. In February, 1864, Mr. Hill resigned from the State Bank and accepted the presidency of the National Bank of New Jersey which post he held for ten years. Mayor 1853-55.



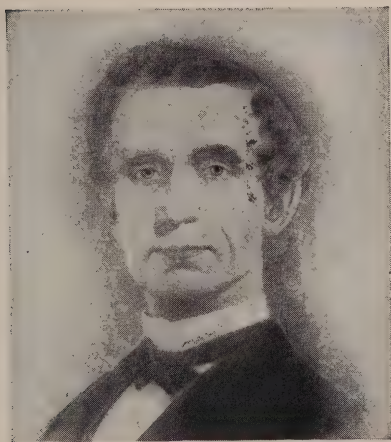
ABRAHAM VOORHEES SCHENCK

Born in New Brunswick, October 12, 1821. He studied law with Henry W. Speer, was admitted to the bar in 1843 and received his counsellor's license in 1847. Prosecutor of Pleas, Middlesex County, 1872-77. New Jersey State Senator, elected 1882. President of Senate, 1885. Mr. Schenck's election was one of the most bitterly contested of that time. The *Fredonian* asserted that he was elected by the "Irish and Dutch," some of whom were not citizens. Mayor 1855-56. Died, April 28, 1902.



JOHN BAYARD KIRKPATRICK

In Treasury Department, Washington, 1820-50. A.M. Queen's College, 1814. Mayor 1857-58. Died, February 23, 1864.



LYLE VAN NUIS

Born at New Brunswick, 1813. In politics a Whig, later a Democrat. Carriage Manufacturer, President of the Dime Savings Bank, Alderman. Was Mayor at the opening of the Civil War. Objected to the issue of money by the city as unlawful. Had the distinction of being elected Mayor at three widely separated terms. Mayor 1856-57, 1861-63, 1877-79. Died, April 13, 1883.



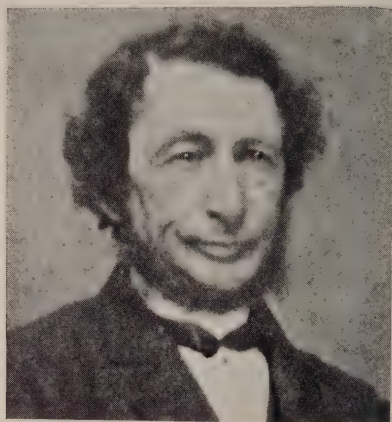
TUNIS V. D. HOAGLAND

Mr. Hoagland had a steam planing and flour mill on Spring Alley and lived at the corner of Paterson Street and Elm Row. He was elected Mayor to fill the vacancy caused by the resignation of Mayor Kirkpatrick. Mayor 1858-59.



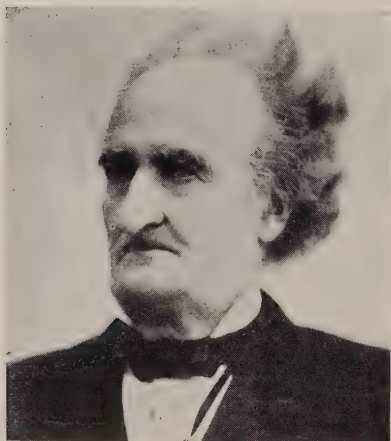
PETER C. ONDERDONK

Born July 7, 1811. One of New Brunswick's most enterprising citizens. He was connected with many of the early industries of the city. Alderman. Mayor 1859-60. Died April 11, 1894.



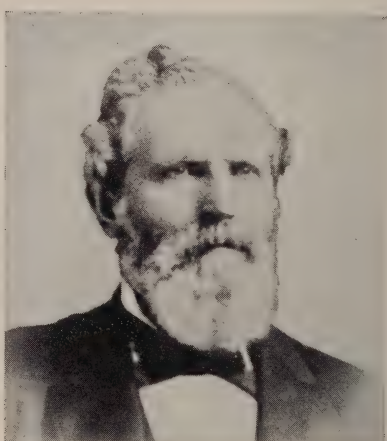
RICHARD McDONALD

Mr. McDonald kept a drug store at the corner of Church and Peace Streets. It was later known as "Van Pelts" and has had a continuous existence for over one hundred years and is still (1930) doing business. Mr. McDonald was one of the Civil War Mayors. Mayor 1863-65.



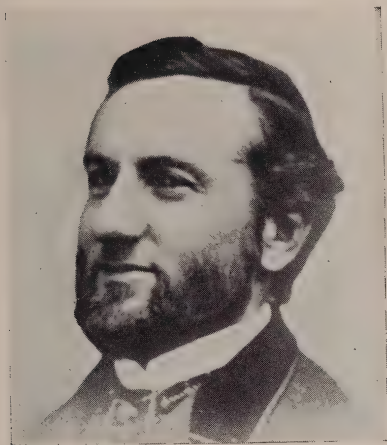
EZEKIEL M. PATERSON

Coal Dealer. His residence was on the corner of George Street and Livingston Avenue. Mayor 1860-61.



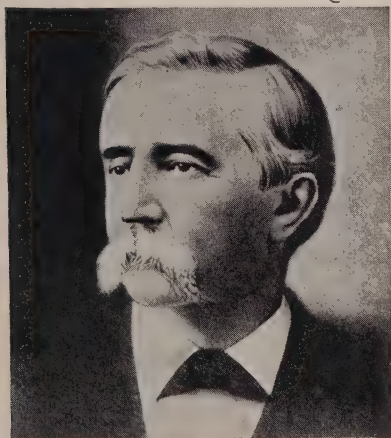
AUGUSTUS T. STOUT

Coal Dealer. Elected Mayor in 1865 and died shortly after the election. Mayor 1865.



JOHN T. JENKINS

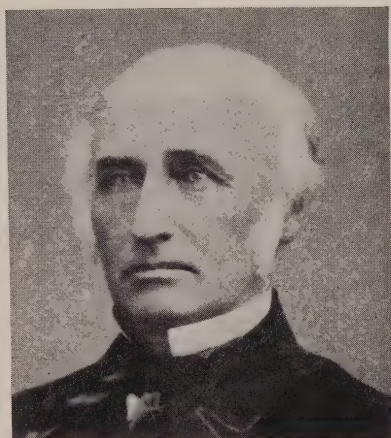
One of the most progressive men of his time. A power in politics. Through his influence money was voted for the first Public Schools. Postmaster, Alderman, and conducted a Real Estate and Insurance Office on George Street. His certificate as postmaster, signed by Lincoln, is among the signatures of the Presidents in the collection at Rutgers College. Mayor 1865-67. Resigned in 1867. Died 1873.



MILES ROSS

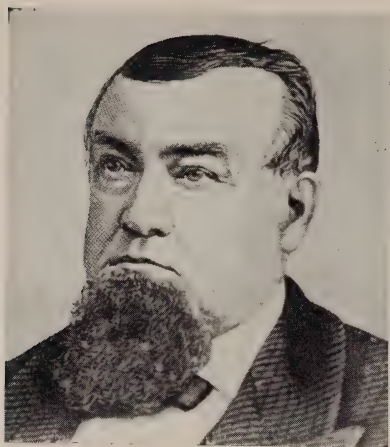
Born in Raritan Township, April 30, 1828. Engaged in the shipping busi-

ness and later wholesale coal trade. Filled nearly all the local positions and was one of the most influential and powerful politicians of his time in New Jersey. Member of the Assembly. Member of Congress from 1874 to 1882. Member of the National Democratic Committee. New Brunswick never had a man of like influence in National politics. His son, Millard F. Ross was one of the men who first backed President Wilson for Governor of New Jersey. Mayor 1867-69. Died February 22, 1903.



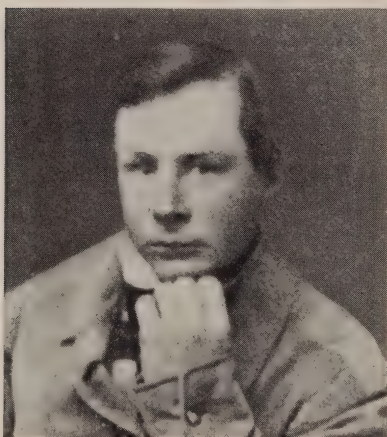
DR. GEORGE L. JANEWAY

Born in Philadelphia, October 14, 1806. Educated at the University of Pennsylvania and graduated in 1824, when he studied medicine, taking a degree of M.D. in 1830. In the year 1831 he went to Paris and studied in the French hospitals during the outbreak of the cholera in Europe. He returned to New York in 1832 and practiced during the fearful outbreak of the same malady in that city. He first practiced in New Brunswick in 1847, and continued in his successful career until within a few years of his death, which occurred September 16, 1889. Mayor 1869-71.



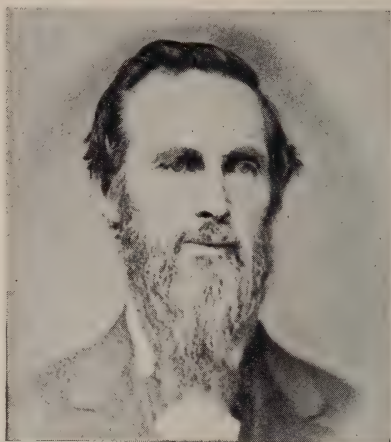
GARRET CONOVER

Born at Hightstown on February 3, 1817. At the age of twelve Conover came to New Brunswick and was apprenticed to William Owen, tailor. He was active in the real estate field. He served on the Board of Freeholders; was a staunch Democrat. He headed several Building and Loan enterprises and was a member of the Board of Education; a Bank Director and subscribed \$10,000 to make up the losses sustained by the depositors of the State Bank upon its failure. Mayor 1871-73.



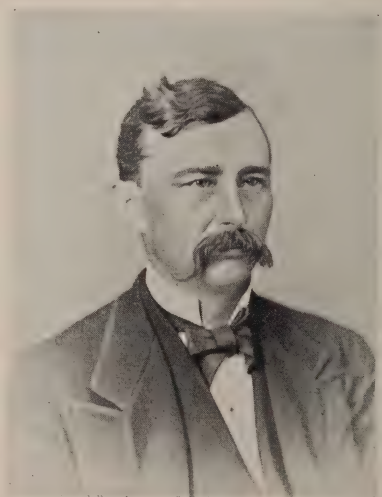
THOMAS M. DE RUSEY

Noted Sportsman and a member of the Gentleman farmer family of De Rusey Lane, near the Landing. Mayor 1873-75.



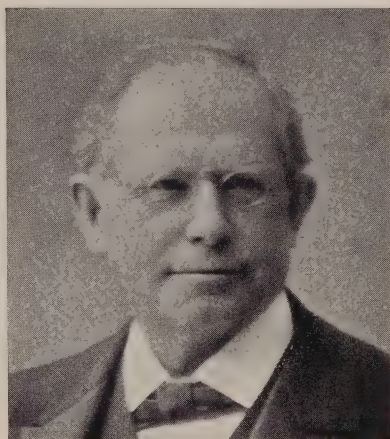
ISAIAH ROLFE

Born in South Amboy, 1809. Removed to New Brunswick where he was engaged in the Lumber business. Alderman and Member of New Jersey Assembly. Mayor 1875-77. Died May, 1892.



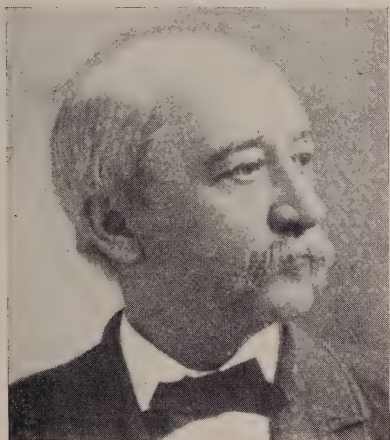
DR. DEWITT TEN BROECK REILLY

Born in Hurley, N. Y., in 1837. At age of sixteen Reilly entered Rutgers and was graduated in 1857. He continued at the college as an instructor and later as professor and principal of the Grammar School. Was acting professor of Latin, 1860-61; professor of Latin, 1861-65; college librarian, 1863-71; and from 1871 until the time of his death in 1900 was Director of the Grammar School. Mayor 1879-81.



JAMES H. VAN CLEEF

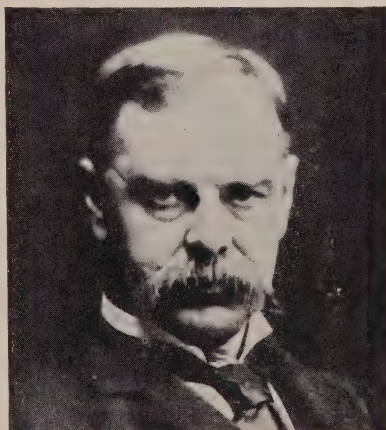
Born in Branchville, N. Y., July 12, 1841. Entering Rutgers, he was graduated with an A. B. in 1863. His A. M. was secured at Lafayette in 1872. He read law in Trenton and was admitted to the New Jersey Bar in 1862 and made counsellor in 1872. Was counsel for the Middlesex Freeholders (1873) and served in the State Assembly 1875-81. In 1877 he held the office of City Attorney. As a State Senator he served from 1893 to 1895. Mayor 1889-95.



WILLIAM S. STRONG

Born at South Amboy, June 17, 1831. Educated in the New Brunswick Public Schools. Mr. Strong served for fifteen years in the National Guard, successively holding the offices of Second and First Lieutenant of Company D, Third Regiment. As an officer of the Guard he served during the riots that followed the strike on the Central Railroad at Perth Amboy in 1886.

He was an enthusiastic fireman and for four terms was Chief of the Department. Mr. Strong was about the best known man in the city. He built up one of the most extensive hardware enterprises in New Brunswick and Middlesex County. Mayor 1881-89. Died September 12, 1903.



DR. NICHOLAS WILLIAMSON

Born in New York City, March, 1845. Removed to New Brunswick in 1862 and entered the office of the Novelty Rubber Company and soon became Secretary. Williamson kept studying during his business life, and in 1871 was graduated from the College of Physicians and Surgeons in New York City, and also obtained a degree from the University of New York. Mayor 1895-1902. Died August 15, 1902.



GEORGE A. VIEHMAN

Born in New Brunswick, November 29, 1868. His education was obtained from Rutgers Preparatory School and from Rutgers College, 1886. After Rutgers, he entered Columbia Law School and obtained his degree. He was President of the Middlesex Title Guarantee and Trust Company, of the New Brunswick Fire Insurance Company and the New Jersey Fire Insurance Company. He was Director of the Federal Trust Company of Newark. One of the organizers and first Exalted Ruler of New Brunswick Lodge of Elks.

During his administration not only were there a great many improvements in the streets, but the Pennsylvania Railroad track elevation was extended

through the city. He was responsible for the erection of the Free Library on Livingston Avenue. He was the most aggressive and persistent Mayor New Brunswick ever had. Mayor 1902-04.

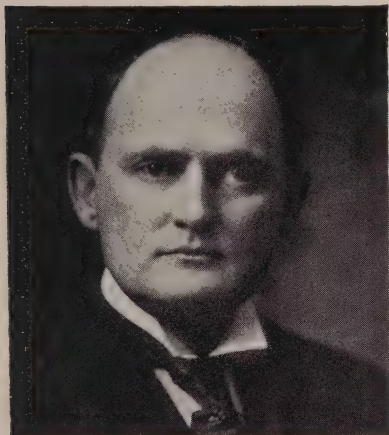


DR. WILLIAM S. MEYERS

Born in Albany, 1866. Graduated from Albany Academy in 1885; entered Rutgers at once and graduated from there with a B.S. degree in 1889. Five years' study in Munich, Berlin and London gave him his M.S. Coming to New Brunswick shortly thereafter he became associated with the State Agricultural College and was on the staff of that institution from 1891 to 1893. Later (1901) he was made Director of Nitrate of Soda propaganda for United States and Colonies. Through his influence in the Legislature the Department of Ceramics was established at Rutgers.

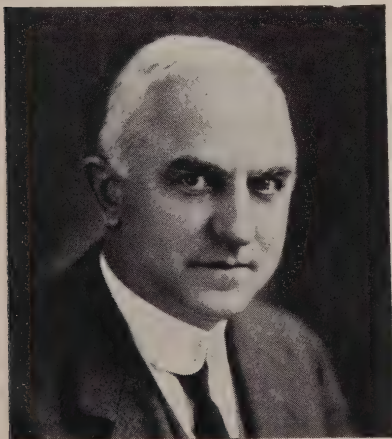
He served as President of the Excise Board of New Brunswick. Dr. Meyers is author of a great number of magazine articles on scientific subjects and of a book entitled "Food for Plants." Trustee of Rutgers College. He, together with the late Professor Voorhees, presented to the Mexican Govern-

ment complete plans for a government system of agricultural experiment stations. Mayor 1904-06.



DRURY W. COOPER

Born in New Brunswick in 1872. Graduated from Rutgers 1892. LL.B. New York Law School. Trustee of Rutgers College. Member of the American Bar Association. Phi Beta Kappa. Mayor 1906-08.



WILLIAM EDWIN FLORANCE

William Edwin Florance was born in Toronto, Canada, April 16, 1865. In May of that year his parents moved

to New Brunswick, N. J., where he has spent his whole life. He is a graduate of the High School (1881) and of Rutgers College, Class of '85, and is at present a Trustee of that Institution. He studied law in the offices of former Judge J. Kearny Rice and of the late Justice of the Supreme Court, Willard P. Voorhees, and was admitted as an Attorney at the November term, 1887, and as a Counsellor at the November term, 1890. He served for many years as City Collector and City Treasurer; as a member of the State Board of Education, 1905-11; as Prosecutor of the Pleas of Middlesex County, 1914-15; as State Senator, 1916-18; and as a member of the State Board of Conservation and Development, 1919-30.

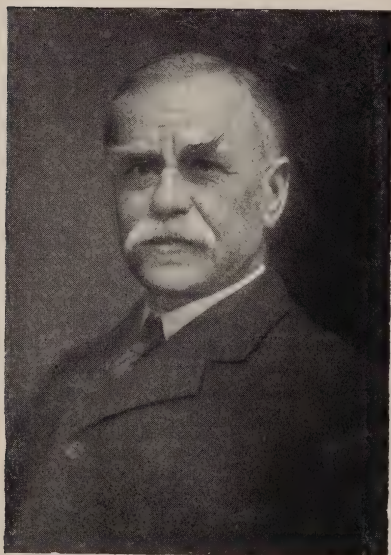
President of the New Brunswick Mutual Fire Insurance Company; Vice-President of the National Bank of New Jersey; one of the Managers of and Counsel for The New Brunswick Savings Institution; President of the Sinking Fund Commission of the City of New Brunswick; one of the Managers of the New Brunswick Theological Seminary. Mayor 1908-10.



JOHN J. MORRISON

Born in New Brunswick, N. J., son of Daniel Morrison and Anna Dale Morrison. Received High School education and entered the Grocery business. One of the organizers and Vice-President of the Liberty Bank. President of the Middlesex County Building and Loan Association. President of the New Jersey State League of Municipalities for two years. Alderman. Treasurer. Elected Commissioner 1915 and upon the death of Mayor Edward J. Farrington, was made Mayor.

Through the death of Joseph Ridgeway, City Treasurer and Collector Taxes in 1917, that office was left open and Mr. Morrison was appointed to fill it until the election of William G. Howell. The election results of 1922 gave Mr. Morrison the highest number on the Commission and he entered upon his second term of office in that year. Mayor 1910-14, 1918-



DR. AUSTIN SCOTT

Dr. Scott was born at Maumee, near Toledo, Ohio, August 10, 1848. He graduated from Yale College with the degree of A.B. in 1869. After a year of post-graduate study at the University of Michigan he received the degree of A.M. He then studied three years at the University of Berlin and Leipzig, receiving his Ph.D. from the latter University in 1873. During the same years he was engaged with Mr. George Bancroft in the preparation of the tenth volume of his "History of the United States." He also carried dispatches to Washington which contained the decision of Emperor William as arbitrator between Great Britain and the United States in regard to the Northwestern boundary. Dr. Scott was Instructor in German at the University of Michigan (1873-5). He collected and arranged materials of Bancroft's "History of the Constitution of the United States" (1875-82), at the same time acting as associate in History at Johns Hopkins University. He there organized a seminar of American History and conducted it from 1876 to 1882.

In 1883 Dr. Scott was made Professor of History, Political Economy and Constitutional Law at Rutgers. On November 25, 1890, he was elected President of the College and was inaugurated February 4, 1891. He conducted the affairs with great ability and devotion for fifteen years until January 1, 1906, when his desire to devote a larger part of his time and abilities to the work of teaching and writing led him to relinquish the duties of the executive. He was also identified with many literary and philanthropic societies and lectured and wrote on religious, social and educational themes. Dr. Scott died at his summer home, Granville Centre, Mass., August 15, 1922. Mayor 1914-15.

EDWARD F. FARRINGTON



Born in New Brunswick in 1886. Educated at the Sacred Heart Parochial School. He was only twenty-nine when, under the newly adopted commission form of government, he received the highest number of votes and was made Mayor, the youngest man to fill the office. Farrington was a surprise to his most intimate associates and developed to be one of the shrewdest and capable of men. He will always have the distinction of being known as the War Mayor of New Brunswick. To the work coming to him as the City Executive in the many different directions caused by the world-wide war he devoted his time and brain unstintedly and gave to the service a patriotism that was pure, self-sacrificing and noble.

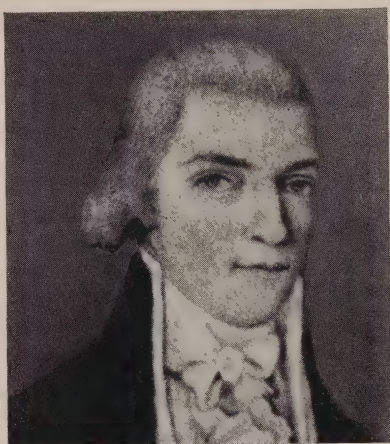
Farrington Lake was named in his honor. He died December 16, 1918.



THE NEW CITY HALL

THE PRESS

The first newspaper published in New Brunswick, of which there is any record, was the *Political Intelligencer and New Jersey Advertiser*, edited by Shepard Kollock, of Delaware, in 1783. In 1779, Kollock, a lieutenant in Colonel John Lamb's artillery regiment, of the Revolutionary army, started the *New Jersey Journal* at Chatham, Morris County. Like many of his successors, Kollock had much trouble in collecting from his subscribers, and offered to take in payment anything from firewood to needles, and fresh country produce of every description. He carried on a general store at Chatham, selling tea and negro boys and girls, Bibles and rum, calicoes and hoes, "choclat" and turnips. At the close of the war in 1783, he removed to New Brunswick, where until 1785 he published the above-mentioned paper in one of the buildings belonging to Queen's, now Rutgers University. He died in Elizabeth in 1839, aged eighty-eight, after



ABRAHAM BLAUVELT

Born near Tappan, N. Y., 1764. Trustee, Queen's, 1800. Secretary Trustees, Queen's, 1800-07. Chairman, Building Committee, Queen's Building. Editor *The Brunswick Guardian*. A. M. (Queen's, 1792). Died, March 23, 1838.

having acceptably filled many offices of profit and trust in Union County. The paper was succeeded in 1792 by *The Guardian and New Brunswick Advertiser*, published by Abraham Blauvelt, of Tappan, New York, and circulated for many years in Middlesex, Somerset and Monmouth counties. The name was changed to the *New Brunswick Times and General Advertiser* June 1, 1815, by Deare & Myer, who continued its publication until about the year 1835, when the paper passed into the hands of Messrs. Lewis R. Stelle and John Macready, and was conducted by them until about 1846, when Mr. Stelle removed to Paterson, where he assumed the control of the *Guardian*. The *Times* was purchased by Albert Speer, a prominent Democrat,

and conducted by him until his death in 1869. For a brief period, subsequent to 1846, he advocated the Free-Soil principles, which induced Alphonso E. Gordon, of Philadelphia, to start the *New Jersey Union* as a regular Democratic organ in 1847, and the *Daily News* in 1851. In 1855, Mr. Speer returned to the Democratic fold, and Mr. Gordon sold him his daily and weekly and removed to Grand Rapids, Mich.

The *News* was conducted as a daily until the spring of 1861, when it was consolidated with the *Times*, and entirely lost its identity. Charles P. Atkinson was associate editor of the *News* during Mr. Speer's possession of that paper.

The *Times* was indicted by a Federal Grand Jury in the early stages of the Civil War on account of its ante-war sentiments. In 1869, upon the death of Mr. Speer, the establishment was sold at auction and purchased by Mr. William B. Guild, proprietor of the *Newark Journal*, Mr. J. K. Hoyt becoming editor and business manager. On the 4th of October, 1869, the first number of the *Daily Times* was issued. It was printed on a sheet twenty-six by forty inches, and commenced its career with a fair circulation and advertising patronage. And in less than two years, by dint of much labor and expense, it became permanently established. It was not until the latter part of the year 1871, however, that the concern became a paying institution. About this time the proprietor became convinced of the fact that at the best it would take considerable time and a large amount of financial engineering to get back the money invested out of the proceeds of the paper, so he concluded to sell out. In 1871 Mr. Gordon purchased the *Times* and published it until 1890, when it passed into the hands of a syndicate composed of Millard F. Ross, Judge J. Kearney Rice, William H. Price, Oliver Kelly, W. Parker Runyon and Edwin W. Furman.

The paper was sold by The Times Publishing Company on May 13, 1916, to the Home News Publishing Company, who discontinued the daily edition and the paper reverted back to a weekly under the name of the *Sunday Times* with George C. Ingling as editor. He was followed by Harold E. O'Neil.

THE FREDONIAN

The *New Brunswick Fredonian* was established April 10, 1811, by James and David F. Randolph, brothers, of Piscataway Township. They were experienced printers, having served an apprenticeship in the office of the *Alexandria (Virginia) Gazette*. They were active in

all social, religious and political movements in the city, county and State. From 1828 to 1832 James was a member of Congress and the father of Governor and United States Senator Theodore F. Randolph.

The *Fredonian*, after a publication of forty-three years by the Randolphs, was sold to John F. Babcock April 12, 1854. Mr. Babcock had occupied a subordinate position in the office the preceding fifteen months. It was due to Mr. Babcock that the *Fredonian* first began making a specialty of publishing local news. Mr. Babcock believed that local news was most desired by the residents in the vicinity and unlike the Randolphs, relegated foreign and out-of-town news to subordinate positions in the paper. The change proved popular and the *Fredonian* was soon excelled but by four newspapers in the state in circulation.

Upon the organization of the Republican Party the *Fredonian* at once adopted that party's principles and its editorials have ever been in harmony with that party.

The weekly *Fredonian*, with frequent supplements, furnished more news than the majority of the weekly newspapers in the state. The weekly edition of the *Fredonian* was discontinued in April, 1882, and its place supplied by the semi-weekly *Fredonian*, published every Tuesday and Friday.

On January 15, 1855, Mr. Babcock commenced the issue of a daily evening paper, at first called the *Daily New Brunswicker*. In 1857 the title was changed to the *Daily Fredonian*, which it held until it was merged into the *Daily Morning Press* in 1900.

In the summer of 1856 David N. Merritt bought an interest in the *Fredonian* establishment, and the business was conducted under the firm name of Babcock & Merritt until the spring of 1861, when Mr. Merritt retired from the concern.

On January 1, 1869, Samuel L. Johnson purchased an interest in the office, and the firm was then known as "Babcock & Johnson until April, 1879, when Mr. Babcock was again left alone by Mr. Johnson's retirement.

Mr. Babcock severed his connection with the *Daily Fredonian* in



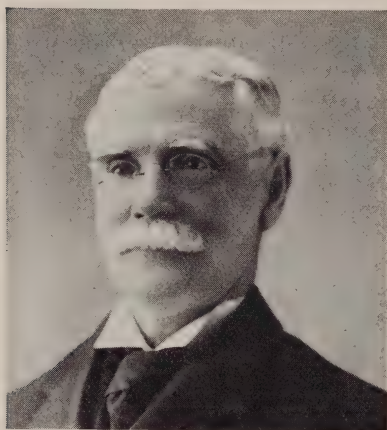
JOHN F. BABCOCK

1887. Later he took charge of the printing department of the Jamesburg Reform School for Boys.

The *Daily Morning Press* was not a financial success, and after a short period of existence, gradually faded away and with it the famous old *Fredonian*.

John F. Babcock was probably the most aggressive and influential editor the state has ever known. A forcible and interesting writer, absolutely fearless and progressive, his editorials always commanded respect and caused comment, and were of the greatest value to his party. From the first he became a prominent leader of the Republican

Party. He was for years secretary of the State Senate, and was one of the founders and successively secretary and president of the State Editorial Association. He died May 21, 1902.



HUGH BOYD

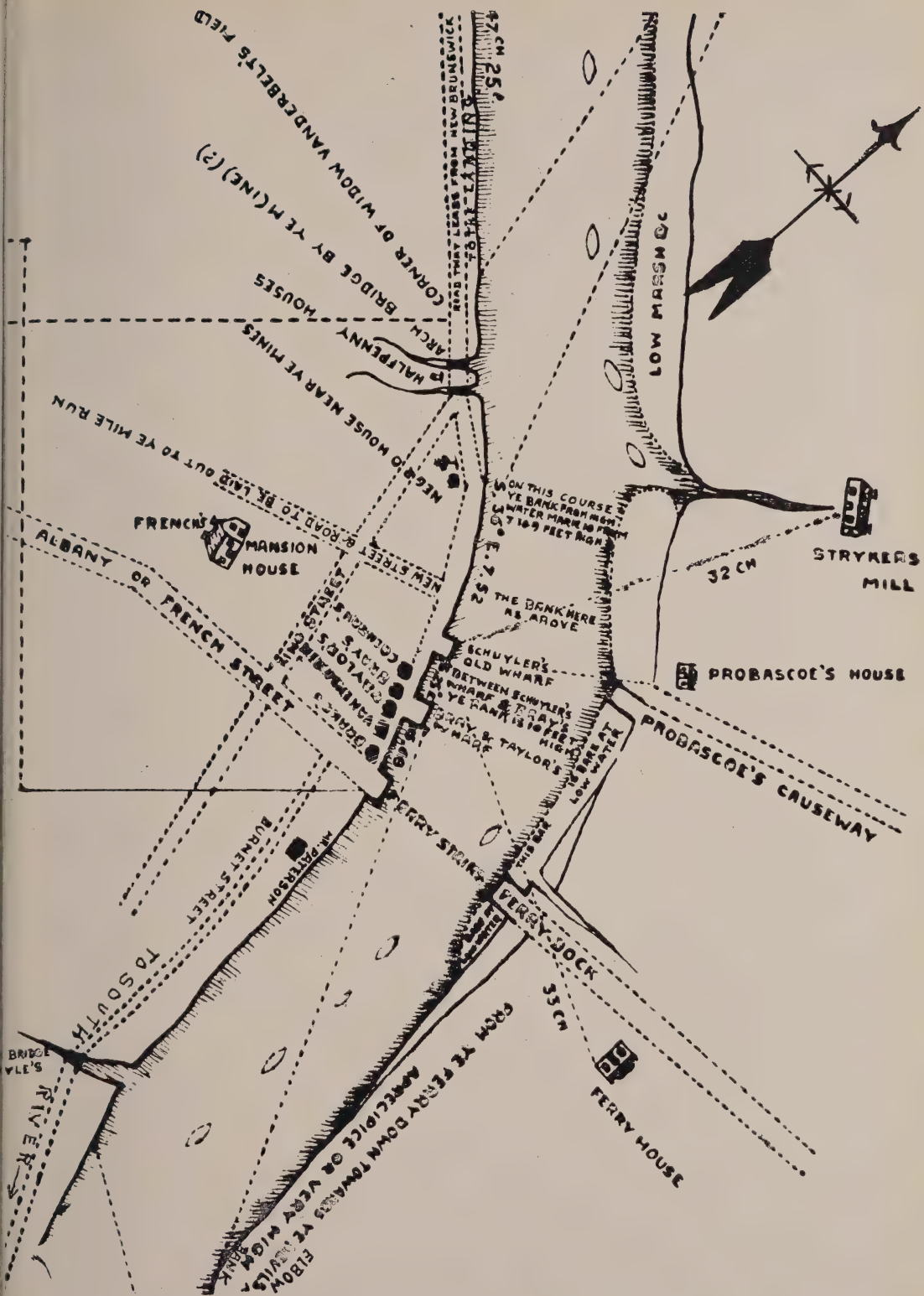
THE HOME NEWS

In 1879, Hugh Boyd, who for a number of years was a compositor, reporter and city editor of *The Times*, purchased from Albert L. Blue and Joseph Fisher the *Home News*, which had been established by them in 1878. Mr. Boyd's success was rapid and

continuous. A man of untiring energy and a born journalist, he soon built up a flourishing printing business in addition to the increased circulation of his daily and weekly papers. He also acquired the plant of *The Times*. His sons now publish the *Daily Home News* and the *Sunday Times*. His career was a bright example to all ambitious editors and printers. Mr. Boyd died November 18, 1923.

Other publications which had an ephemeral existence in New Brunswick were, with their editors and publishers, as follows: *The Mail*, William H. Fiske; *The Mosquito*, J. Morgan Macom; *Catholic Record*, *The Citizen*, Jules Heidingsfeld; *Watkin's Weekly*, Charles A. Banks, and the *Jeffersonian Magazine*.

The *New Brunswick Spokesman* is published by the Christie Press with Daniel J. Wray and Samuel M. Christie as owners and editors.



FRENCH'S PATENT OR MANNING'S SURVEY, 1790. THE EARLIEST KNOWN MAP OF NEW BRUNSWICK

DESCRIPTION OF MAP OF 1790

Reading on the river—On this course ye Bank from high water is from 7 to 9 feet high.

The bank as above.

Schuyler's Old Wharf. The dotted lines to Stryker's Mill measures 32 chains, and from the wharf to the Ferry House was 33 chains, or less than one-half mile and was located below Adelaide Avenue on the hill going up Raritan Avenue.

Between Schuyler's Wharf and Bray's ye bank is 10 feet high. Bray's and Taylor's Wharf.

Ferry Stairs. This was just above Albany Street Bridge.

On the Highland Park side of the map the bar was bare at low water, and low marshes. This has been filled in and forms the ground between the River Road and the River. On the same side of the river was located Probascoe's House with a road known as Probascoe's Causeway. "Ye Devil's Elbow" was the high bank at the bend of the river opposite the Steamboat Dock.

The Albany Street Bridge was built from above the Ferry Dock to the Ferry Stairs at the foot of Albany Street. Just above the stairs is Drake's Tavern, Van Embery's, Taylor's, Bray's and Cochran's homes.

The new road to be laid out was, without doubt, Hamilton Street. The street running from Halfpenny House was King, now Neilson Street. Arch Bridge by ye Mine, this bridge was over what was the "Mine Run," the outlet for the water conveyed from the Mile Run through a tunnel to the old mine back of the Rutgers Library. The road marked to the Landing was closed when the Canal was built and a new one opened. French's house stood where George and Washington Streets cross.

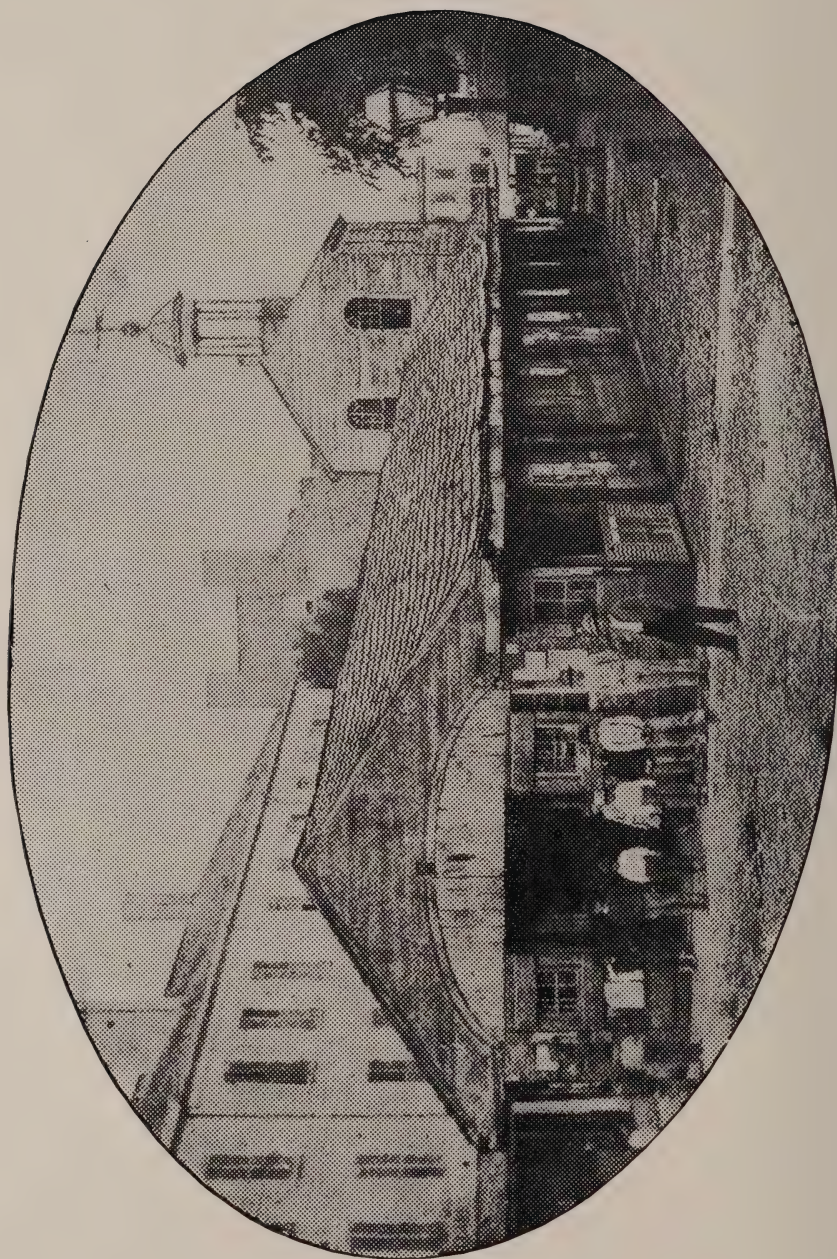
The house marked "Mr. Paterson" was the residence of Governor Paterson on the site of the present Paterson Block.

NEW BRUNSWICK DURING THE WAR OF 1812

Let us go back to the time of the War of 1812, and take a peep at our old city, just previous to and during the stirring and eventful period that marked the second decade of the nineteenth century. In those days there was an almost solid pine forest along the banks of the river, as far up as the Landing Bridge. The factory district was a swamp. The canal had not been built, but instead, private docks and piers jutted out into the river for the reception of freight. There were fertile fields where dwellings now stand, and trees stretched away from the river in uneven rows or dotted the surrounding country in clumps. Grass waved and orchards bloomed on the land now lost under buildings for manufacture and commerce, while cattle roamed at will over the pastures of the now fashionable Livingston Avenue, and lovers strolled along the footpaths that led out under the branching boughs of the willow trees that lined the banks of Lyle Brook.

The population was not large, yet the inhabitants were congratulating themselves upon its rapid increase. According to the census of 1810, which had then just been made public, the number of free white males and females in New Brunswick was 2,826, number of free blacks 52, number of slaves 164, making a total of 3,042. The population in 1800 was 2,025, making a total gain in ten years of 1,017, something for which the citizens justly felt proud. The number of dwellings was 375, and the number of families 469. It will be seen that there was an average of about one and one-fourth family for each dwelling house, and the number of free whites to the family was a fraction above six. Those are official figures, published at that time.

Communication was had by stagecoach to Elizabeth and New York, also to Trenton and Philadelphia, and by water through a line of sloops carrying freight and passengers to New York, Albany, Troy and other ports. The principal sloops and their masters at that time were about the following: The Packet, Horace Dowd, master; the Henrietta, Henderson Moore, master; the Fox, George Fisher, master; the Greyhound, Benjamin Taylor, master; the James, Peter Van Deripe, master; the Golden Age, W. Williamson, master. These



OLD HIRAM STREET MARKET
Built in 1811 and Razed in 1865

boats left the wharves of James Schureman & Son, Phineas Carmen, Abeel & Williamson and of John Neilson & Son, at stated alternate intervals.

The newspapers of that date were the *Freedonian*, which was a staunch supporter of the National Administration, and a red-hot advocate of war, and the *Guardian*, or *New Brunswick Advertiser*, edited by Mr. Blauvelt, and being just as much opposed to the policy of the Government. They were weekly editions. The *Guardian* became the *Times and General Advertiser* on April 18, 1816.

The mail facilities depended entirely upon how good the roads were—if they were good and dry you got your mail; if they were muddy, you had to wait for it.

The banks were the New Brunswick Bank, chartered in 1807, and the State Bank, chartered in 1812.

Among the leading business men at that time were: Ayes & Freeman, Dennis & Kinnan, Peter Buckelew, Queen Street; R. S. Garretson, Church Street; Van Dorn, Beekman & Company, Dunham Brothers, who kept general stores; Peter Perrine had a cut nail factory opposite the Dutch Church; James Richmond offered pine boards for sale; James Moger was in business at the corner of George and Somerset Streets; Israel Freeman had two coach and sign painting establishments, one on Schureman Street and the other on Albany Street; L. Deare thought the people would like to have wall paper, so he sold it; K. Newell & Company had a very fine assortment of dry goods, good brandy and raisins at their store, corner of Church and Queen Streets; Schureman, Perrine & Company had an elegant lot of shad that they would like to sell; John C. Davie and Samuel Hunt flattered themselves that they knew just the right thing about clothing; James Seabrook thought he did; Marinus W. Warne kept the "Sign of the Padlock," opposite the new market; Simpson & Bray had fish to sell on the wharf near the old market; Samuel Walker had an intelligence office on Church Street; James Harriott sold white lead and oil; Robert Eastburn, Sr., Church Street, "Dealer in Drugs, Bed 'Tickens,' Paint, Books on History and Divinity, also Dye Woods and Family Medicine Chests;" Benjamin Farnier, manufacturer of tobacco; Stephen Scale, pump maker, Church Street; Thomas McDowell, coach maker, Schureman Street; Moses Guest, shoes and groceries, Burnet Street; Mr. Desabaye sold piano fortes on George Street, opposite the new college; Henry Plum, brass foundry, north side of Church Street; Thomas Eastburn, porter and ale, also hardware, Church Street; John Dorey operated the New

Brunswick Brewery; Henry C. Guest & Company, dry goods and groceries, Water Street; William Nald, book binding; Samuel H. Day supplied the ladies with millinery and shoes at his store, on Burnet Street; Charles Raisbeck, saddler, Queen Street. The White Hall Tavern was kept by Mr. Degraw; Bernard S. Judah, dealer in oil and window glass, Burnet Street; Edward Sullivan, Burnet Street, opposite the old market, a general assortment of shovels and tongs, copper tea kettles, groceries, looking-glasses and dry goods; John Van Nuis and Nathaniel McChesney, coach makers, Albany Street; Wm. Roland carried on the same business on Schureman Street, while Joslin & Mulford made harness at their shop on Albany Street; Price & Meeker, cabinet makers, Church Street; E. J. Mackey, earthenware, Liberty and George Streets; Thomas Letson kept a constant supply of wool for spinning and hatters' use; Aaron M. Freeman was a harness maker, of Peace Street, who would supply infantry caps for the soldiers; Richard Churchwood sold clams, and George White offered for sale at his store, corner of Burnet and New Streets, a nice line of shovels, molasses, jew's-harps, muslin, gun flints, lump sugar, bellows, cork screws and anything else you wanted; Captain Powers kept a tavern next door, where you could "slake your thirst;" D. D. Williamson and David Abeel had an iron mongery and lumber yard on Burnet Street; they were also the leading shipping agents of this district at that time; Mr. Williamson later became Comptroller of New York City; Mary Ann Guest thought that the ladies needed a supply of French, so she opened a school for that purpose, while S. C. Aiken wanted your five dollars for which he would teach you to write in return, at Mrs. Hunt's Hotel, on George Street.

Josiah Simpson had a book and stationery store on Albany Street, about the foot of Easton Avenue, to which was attached a circulating library. This establishment was transferred to Charles D. Greene and others early in January, 1812, who greatly enlarged the circulating library. Dr. Ira Condict also had a private circulating library, to which a person could become a member by paying a small annual due. Dr. Condict died in 1811 and his library was sold.

Mr. Kennedy, of New York, opened a dancing academy in this city early in January, 1812. His days of tuition were Wednesdays and Saturdays, from three until six in the afternoon for ladies, and from seven until ten for gentlemen. "Publics" were held on Thursdays at Dr. Drakes.

Mr. Berault held dancing school in the long room of Mr. Key-

worth's tavern, where a notice told you that no gentleman was allowed to dance with boots on, on public evenings.

Of course, the people had to have a little enjoyment, so, on May 28, 1812, "A Living Elephant, 11 years old, upwards of 8 feet high, and in weight more than 4,700 lbs.," was to be seen "Now or Never" at Keenon's Tavern. Admittance, 25c. Children, half price. Well, as usual, everyone went to see the elephant. Not being satisfied with that, Mr. Potter, the West Indian, gave a grand display of his natural, but laborious powers of ventriloquism. Performances began at early candle-light.

About this time the college authorities had added new buildings to their possessions and were very hard pressed for funds. Various schemes were offered to raise the necessary money, but the one that met with the most favor was that of a lottery. On October 21, 1811, a number of citizens held a meeting for the purpose of taking action looking toward securing a grant to the trustees of Queen's College for such a purpose. Asa Runyon was made chairman and William P. Dear, clerk; Josiah Simpson, Thomas Hill, Thomas Hance, Squire Martin and John Herd were appointed a committee to draft a petition and circulate it among the citizens for their signatures. James Schureman and Robert Boggs were appointed a committee by the Board of Trustees of the college to present the petition to the Legislature. They did so and a charter for the lottery was granted in January, 1812. The first drawing took place on the first Monday in October, 1812. Lewis Dunham, Staats Van Deursen and Henry Southard were the managers.

On December 2, 1811, the Washington Benevolent Society was organized at the tavern of Nicholas Van Brunt, on Albany Street. This was an organization that had grown very strong through New Jersey and was opposed to President Madison and his foreign policy. In a very short time it became the leading patriotic society of the city, and made preparations for public meetings and parades, the most notable of which were held every Fourth of July. The leading spirits in this were: John Dennis, C. H. Hardenbergh, John Deare, Colonel John Neilson, Abraham Blauvelt, John N. Simpson, R. V. Beekman, John Hutchins, John K. Jolin, Nicholas Van Brunt, John Elmendorf, Alexander Laird, James Schureman and several others. The officers were: President, James Schureman, Vice-President, John Dennis; Secretary, Cornelius L. Hardenbergh; Treasurer, Colonel John Neilson. A hall was built by Nicholas Van Brunt for the use of this organization and was formally dedicated on July 4, 1813.

The ceremonies consisted of a grand parade, followed by a banquet at which the local orators got off the usual amount of oratorical pyrotechnics.

On November 2, 1812, Governor Ogden passed through this city on his way to Trenton. He was met at Clarkson's Tavern by Captain Veghte's company of Light Dragoons, handsomely uniformed, and a large number of citizens on horseback, who accompanied him to the heights behind the village, where Captain Neilson's company of artillery and Captain Scott's company of infantry, attended by the Artillery Band, awaited his arrival. The procession proceeded to Dr. Drake's Queen's Hotel, where the Governor was officially welcomed by Mayor Schureman in a short and impressive address, to which his Excellency made answer in a fitting manner. After dinner he was accompanied by the dragoons and a delegation of citizens as far as Princeton.

Colonel Fenwick and his army surgeon, Dr. Lewis Dunham, Jr., arrived in this city on the 20th of the same month. The Colonel was severely wounded at the storming of Queenstown, Canada. While in this city he was the guest of Dr. Lewis Dunham, Sr., at his home, on Burnet Street. The citizens, and particularly the members of the Artillery band, vied with each other in their efforts to do him honor.

On December 9, 1812, immediately on the intelligence of the victory of Captain Decatur over the frigate *Macedonian*, the band assembled and serenaded on the occasion. On the day following they again assembled at six o'clock in the morning and saluted the officers and about seventy of the brave tars of the U. S. *Wasp*, who were on their way to Washington.

Lieutenant Claxon, on behalf of his brave men, and particularly in regard to the attention paid to him personally, expressed himself very handsomely. It was generally regretted that the citizens did not have an opportunity to pay their respects to Captain Jones before he left the city.

A number of New Brunswick boys were on board the *Wasp* at the time of her fight with the *Frolic*. The *Macedonian* was used by the United States as a war vessel after her capture. John Dennis, Jr., of New Brunswick, aged 14, was a midshipman on board her. He was wounded and died at Brooklyn on March 28, 1813, where he was buried in the Naval Cemetery.

David Dustin, also of this city, had charge of and fought the ship *William* against the *Java* on December 8, 1813. The *William* was

captured and sent to San Salvador, Brazil, where it was recaptured by the *Hornet* on December 28, under the gallant Captain Lawrence.

A detachment of ninety troops of the Fifth Regular U. S. Infantry, under Captain Johnson, encamped here on the night of April 17, 1812. They were on their way from Ellis Island to Carlisle, Pa.

As the war progressed politics grew bitter, and one of the greatest campaigns that ever took place in this district was the one of January, 1813, when James Schureman, of this city, was elected to Congress on a peace ticket. At that time this city was partly in North Brunswick and partly in Franklin townships, the centre of Albany Street forming the boundary, and causing considerable annoyance to the voters.

The country at this time was divided on the war issue, and party feeling in this city was very high. Bernard Smith, the Postmaster; John P. Cowenhoven, James Randolph and Jarvis Brewster were the leaders of the war party and the Schuremans, Neilsons, Hardenberghs and Elmendorfs lined up in favor of peace. Things were very lively and the political pot was hot. Meetings were held on one night to denounce the war and on the next in favor of it. At all of the elections held in this city and county at that time the peace party dominated. But as the war progressed the citizens did not fail in their patriotism, and it was not long before New Brunswick was well represented in the army and navy.

On the 15th of April, 1812, a requisition was made by the United States Government upon this State for 5,000 men, who were furnished and placed under Major-General Ludlow. The New Jersey Legislature on November 9, 1812, passed resolutions deprecating the war. On November 16 a general order was issued requiring all companies, whether of cavalry, artillery, light infantry or riflemen to hold themselves in readiness to take the field in twenty-four hours' notice. The companies in this city made all necessary preparations. On December 10, 1812, the following notice was issued to the members of the artillery company:

ATTENTION—THE WHOLE

The undersigned, a committee appointed by the Artillery Company of the City of New Brunswick, for the purpose of procuring knapsacks, give notice to their brother-soldiers of said company that they are procured, handsomely painted, and are now ready for delivery at the store of Amos Flagg, one of the committee. From the military ardor and zeal at all times displayed by the members of this company, the committee feels a satisfaction in being thus able

so promptly to meet their wishes, by placing them in a state of readiness to answer with alacrity such call as may be made upon them by our worthy chief.

ABRAHAM DEGRAW,

JOSEPH DILKS,

AMOS FLAGG,

Committee.

It was not until the second call was made, on July 14, 1814, that New Brunswick had her patriotism thoroughly aroused, and promptly furnished four fully uniformed and armed companies as follows: The New Brunswick Artillery, Captain Neilson; New Brunswick Horse Artillery, Captain Van Dyke; Captain Scott's Light Infantry, and the New Brunswick Rifles, under Captain McKay. These companies were ordered to hold themselves in readiness to march under orders from Brigadier-General William Colefax, who was in command at Paulus Hook.

The Brigade Judge Advocate for Middlesex County was William Dunham, and the Brigade Board met at the tavern of Colonel Peter Keenon once a month for the transaction of business relative to the militia of the county.

The citizens were very much afraid of an attack on the city by the British, and it was suggested that every man who could afford it should provide himself with a gun and twenty-four rounds of ball cartridges, or some other effectual weapon of war. Also that a code of signals be arranged between Perth Amboy and this city, to be used in case the enemy should enter the river at that place. No definite action was taken looking towards the safety of the city, which was the central meeting place of the militia of the surrounding country.

Even then, in the days of the stagecoach, no one was sure of his life, for on April 28, 1813, Tunis Higgins got in the way of William Trasp's coach as it rolled in at Nicholas Van Brunt's tavern on its arrival from Elizabethtown. He died in about an hour. He was a Conscript and had come to this city to join the Somerset County Militia, who were assembled here for the purpose of marching to the seacoast in conformity with general orders.

A great deal of bitterness and ill-feeling was evident and deep-rooted amongst the Conscripts. They denounced the regular troops, and particularly their officers, under the command of whom they were to serve. The militia claimed that they could not be forced to do garrison duty, or any of the other duties required of the standing army; no more than that could they be compelled to leave their own State to wage a foreign war. They claimed the duty of the militia to be spontaneous and self-defensive, founded on the bare supposi-

tion that every man must feel the irresistible necessity of fighting for his family, himself, his property and all those who were dear to him. Removed from beyond the boundary of his own neighborhood he had to fight the battles of others. The militia were drafted and driven from their homes to be sent to the camps at Middleton and the Highlands, where they were put under the regular army officers. This was not to their liking, and, to add to their discontent, they did not get proper care or food. The consequence was that they left for their homes in groups at every chance they had. They did not feel that they were deserters or ought to be treated as such.

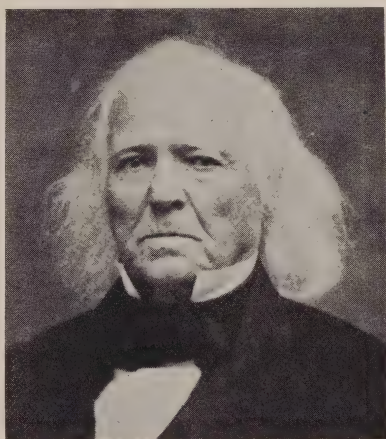
A party of them arrived in this city on their way home on July 5, 1813. They had hardly entered the town before a troop of horsemen, belonging to the regular army, came up with them and captured nearly all the deserters. In doing so a free fight was precipitated, in which the town people took part, as they were highly incensed at the treatment the militia got at the hands of the regulars, who abused and swore at the men they had captured for the bother they had given them by leaving camp. The feeling of the citizens can be realized when it

is known that hardly a tavern-keeper in town would serve them.

Disturbances of this sort were very frequent and Mayor Schureman took a personal hand in the matter. Common Council appointed a special committee to make a protest against any more of the militia of this section being sent out of the State.

The trouble was that the State did not recognize the allegiance that they owed to the National Government, something that was not settled until after the Civil War.

On May 26, 1813, Rev. Jacob J. Janeway, clerk of the General Assembly of the Presbyterian Church, issued on their behalf, a request that the first Thursday in August be set aside as a day of prayer for the speedy ending of the horrors of war. The day was observed by most churches, but it was not until December 24, 1814, that the Treaty of Ghent was signed.



COLONEL JOSEPH WARREN SCOTT

Colonel Scott died on April 27, 1871, at his home in Buccleuch. He was then in his ninety-third year.



OLD VIEW OF ALBANY STREET FROM THE BRIDGE

EARLY MERCHANTS

MERCHANTS AFTER THE WAR OF 1812

Jane Drake kept the Washington House, near the bridge.

Hugh Webster was a stone cutter. He died in 1820, his business was continued by William and J. Frazie.

William Galloway had for sale at his store in Burnet Street, plated, water proof beaver hats, Methodist hymn books, hardware and brushes. He also repaired old bellows and paid the highest price for hogs' bristles.

For spring millinery you went to Robert Eastburn. He also sold paints, oils and drugs.

Thomas B. Bell, in 1821, conducted a school on Church Street, in the house formerly occupied by Charles Pool.

Richard Bentley and William Amsdell were brewers. They dissolved partnership on May 8, 1821. Mr. Bentley continued the business for some time. Later it was sold to Bell and Hicks.

The New Brunswick distillery was operated by John Clark and Robert Blakie.

Jaques Cortelyou was a watch and clock maker. His place of business was on Church Street.

Thomas E. Davis had a grain and feed store in Water Street, above the bridge.

C. Woolsey was an auctioneer and commission merchant with a store in Church Street near Peace Street.

Thomas F. Sergeant, opposite the Market House, offered his services to the public to do all kinds of writing and conveyancing; he also sold all kinds of legal blanks.

Mrs. I. L. Mackay conducted an English and French school at her residence in George Street, near the old bank.

Stryker and Clark had a store on Albany Street; on April 10, 1827, they removed next to Mr. James B. Cox, on Burnet Street, where they offered a fine line of fancy and staple goods at a moderate price.

James F. Randolph sold groceries at wholesale and retail at his store on the corner of Church and Dennis Streets, also gin pipes, rum, cheese, pepper, etc. Mr. Randolph states that merchandise can be had in New Brunswick as cheap as in New York and lower than in Philadelphia.

R. Marthis wanted some dry oak wood at his distillery, opposite New Brunswick; he also had a constant supply of swill for sale.

Clark and Van Liew sold rails and posts, while James B. Cox wanted to buy some rye and apple whiskey.

P. P. Vanderhoef, at the sign of the padlock, Peace Street, had on hand a general assortment of hardware, brass andirons, trunks and cedar ware; he would allow a liberal deduction to those who purchased to sell again.

On August 15, 1826, Fitz Randolph Smith and J. C. Ackerman dissolved partnership; on the same date J. C. Ackerman and I. R. Cornell formed a partnership for the sale of drugs and medicines.

James Dunham and Martin A. Howell sold choice liquors, groceries, grass seed and powder by the keg, at their store on Peace Street.

James Dunham also offered the sign and post at the Bell Tavern for sale; this was in November, 1826; it was not sold in July, 1827.

John Letson sold spinning and hatters' wool.

John H. Botswick, formerly in partnership with James B. Cox, offered white pine planks for sale at the lowest price, at Dennis dock.

Richard Duryee, Jr., at his store in Church Street, opposite the post office, kept constantly on hand a general assortment of hardware, cutlery, saddlery, ditching shovels, razors and cut tacks.

Lewis Carman sold groceries, wrapping paper, Holland gin, plaster and stone, and if you did not have the cash he would take old rags in exchange.

Peter P. Runyon and Edward Sullivan entered into partnership and took the store opposite James Dunham, Esq., where they were to carry on the copper smithing, tin, and sheet iron business. They also



UPPER, RESIDENCE OF P. VANDERBILT SPADER, FORMERLY AT CHURCH AND GEORGE STREETS

LOWER, THE OLD IRON AND TIN SHOP OF LEWIS STOUT AND SONS, AT COMMERCE SQUARE, AND THE CAP AND FUR STORE OF OTIS D. STEWART

sold groceries, liquors, teas, sugar and hatters kettles, in fact they were not going to let anything in the shape of business get away from them and an an inducement they would take country produce in exchange.

Joshia Ford had an office opposite the Court House where he would be pleased to attend to the drawing of wills, articles of agreements and the posting of books of accounts.

James C. Zabriskie wanted two boys to learn the tailoring trade.

On July 9, 1827, George H. Stout removed his iron store to the building on the corner of the old Market Square.

Low and Hutchings sold steel and axes, also Newark cider.

Terhune and Letson carried on the printing and book binding business.

William Brookfield advertised that he could supply up to date tombs and monuments, at the foot of Washington Street.

Suydam and Brackenridge were dry goods merchants with a store on Church Street; they dissolved in 1827, and the firm name became Schenck and Suydam, with Ferdinand S. Schenck and Abraham Suydam as the partners.



THE INDIAN QUEEN

Later years the Bell Hotel, where many notables were entertained;
a relic of Colonial days; still standing

MERCHANTS IN 1855

Samuel Holcomb, R. McDonald & Sons, and Andrew J. Leighton sold drugs and medicines. Gaston & White, 1 Paterson Block, J. Levy, G. G. Voorhees (successor to William T. Runk), and William Owens sold ready-made clothing.

For dry goods you went to Dayton, Stoddard & Miller, Van Nuis & Stout, and R. L. Van Doren.

Peter Conover and A. Moulton were real estate agents.

Otis T. Stewart and C. Hattersley supplied hats and caps. Boggs "photoed" anybody, and J. L. Chevalier drew teeth.



MERCHANTS JUST BEFORE THE CIVIL WAR

- | | |
|-------------------------|-------------------------------|
| 1. Moses Levy | 13. Henry Richmond |
| 2. Ezekiel Miller | 14. Peter Brunson |
| 3. J. Martin Smith | 15. Abraham Voorhees |
| 4. Peter Stryker | 16. William Morgan Van Sickle |
| 5. Henry Towle | 17. O. B. Gaston |
| 6. Garrett G. Voorhees | 18. William H. Armstrong |
| 7. Dr. David C. English | 19. Isaac Voorhees |
| 8. William Rowland | 20. Abe Wolfson |
| 9. William Stoddard | 21. Abraham Jackson |
| 10. Van Buren Schenck | 22. George Mettler |
| 11. Aaron Wolfson | 23. D. H. Merritt |
| 12. Myer Segel | |

"Bull's Head Hotel" had been temporarily changed to "Smith's Hotel," kept by John Williams, who was "for a number of years principal assistant at Stelle's Hotel," and competed with Silas Hall of the City Hotel.

The cedar manufacturing was done by Arent & Moore, while H. K. How kept a depot of popular remedies and sold soda water.



HIRAM STREET BEFORE IT WAS WIDENED; PICTURE TAKEN ABOUT 1870

M. W. Wilson, music store, and Baker & Son, John W. Cortelyou and A. Voorhees, were jewelers.

Venders of cheap groceries were G. Auten, John G. Voorhees, Stephen Moore and Peter A. Van Deventer. Mrs. Van Dyke sold ice cream, and so did J. D. Field & Co.

Rolfe & Miller had a steam lumber mill; while shoes were kept by S. C. & W. J. Cook, and Miller & Hughes.

Wesner & Cortelyou and D. D. Stelle let horses and carriages. E. Danberry was New York Expressman, and J. McCracken said that he auctioneered and acted as commission merchant.



THE BLOCK BOUNDED BY ALBANY, GEORGE, PATERSON AND NEILSON STREETS IN 1884, CHRIST CHURCH IS ALL THAT STANDS, EVERY OTHER BUILDING OF NOTE, INCLUDING THE MASONIC HALL, SECOND REFORMED CHURCH AND THE HOUSE AND GRAVE YARD IN THE FOREGROUND ARE GONE

George Taylor manufactured stoves, and two coal firms, J. F. Rusling, at Central Wharf, and Elias Runyon & Co., in Water Street, gave notice of heating them. A. Ackerman, 5 Peach Street, sold books; I. Hodes dressed hair.

The veteran druggist, William Rust, "late of New York" and "successor to C. D. Deshler," No. 7 Peace Street; Clark, with his Daguerrean Gallery; W. M. Van Sickel, with stoves; J. H. Silcocks, then supplying with headstones those needing them, and Henry V. DeHart, manufacturing coffins for the same, as well as Samuel Solomon, supplying fruit.

The following manufacturing enterprises were in successful operation: James Neilson's saw mill; M. A. Howell's wall paper establishment; Neilson & Stockton's Cotton Goods Manufactory; The N. B. Rubber Company; besides "Ford & Co.'s large brick building just completed" for the rubber business; the Iron Foundries of Messrs. Fisk, in Bayard Street, and of Kelly & Co. in Neilson; the machine shop of William Waldron in Dennis Street, for printing wall paper; the steam saw mills of Rolfe & Miller, foot of New Street; steam flouring mills of Van Doren & Hoagland, in Spring Alley; Janeway's establishment for printing wall paper, in Water Street, and Brokaw & Buttler's planing mill in John Street.

The names and locations of the merchants of later years can be found in the local directories.

FIRST COAL

John Merrill was the first local coal agent, and had his office in the drug store of Thomas Eastburn on lower Church Street, near Peace Street.

The first coal to come to New Brunswick was in 1832, before the canal was built, and was brought by a Mr. Rosenbaum, in the schooner Elizabeth, having 100 tons stored in her hold, and landed at a dock that was then located in the river near Rolfe's lumber yard, where the old Rolfe saw mill was located.

A coal stove and a half ton of coal would be loaded on a wagon and delivered, as everybody that bought coal then would have to buy a stove to burn it in. Old Sim Martin was the driver who delivered the first coal in New Brunswick.



WHEN THE VANDERBILT TALLYHO CAME TO TOWN

This was on Saturday, October 19, 1901. The party lunched at the Whitehall Hotel

TIME TAKES ITS TOLL



THE WRECK OF THE BELLONA AND STEAMBOAT HOTELS
Razed February, 1906

It was in the Bellona that Cornelius Vanderbilt laid the foundations of the family millions. William H. Vanderbilt was born in a house on Burnet Street. The Minutes of Common Council for July 19, 1822, read: "Cornelius Van Derbilt presented a petition praying license to keep a house of public entertainment for the ensuing year where he at present dwells, whose prayer was granted and his house assessed at \$12.00."

On October 17, 1823, he asked for a renewal which was granted and his house assessed \$14.00 and \$3.00 arrearages from the previous year. John Huchings and Henry Perrine were his securities.

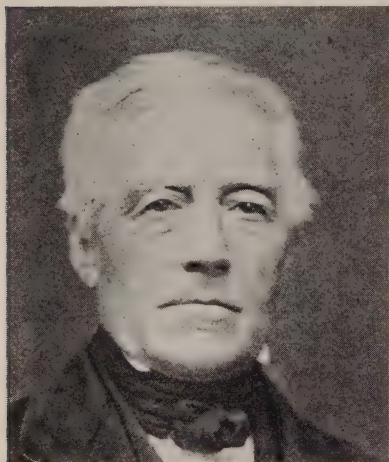
On March 25, 1825, Van Derbilt was assessed \$25.00 and \$10.40 arrearages, having paid only \$7.00 on the previous year's fees. He declined to comply with Common Council in assessing his house. April 29 he appeared before the Mayor with Robert Letson and John Hicks as his sureties.

The issue of the *Fredonian* of July 18, 1827, the following notice appears:

CAUTION

All persons are forbid trusting anyone on my account after this date, as I will pay no debts thus contracted.

C. VANDERBILT.



JOHN HICKS

He endorsed Vanderbilt's note to secure his tavern license

Just about this time Captain Vanderbilt was making a little odd cash as a boatman and tavernkeeper, and as he was away from home a good part of the time it would be interesting to know to whom this notice was directed.

Cornelius Vanderbilt was in no way a noted citizen and were it not for the fact that he became a national figure in later years would have been forgotten along with his associates of those days. He is not of the early settlers of that name in this section, but one who sailed in and sailed out and forgot New Brunswick.



BIRTHPLACE OF WILLIAM H. VANDERBILT

The home of Captain Gibb whose wharf was on the river at the rear of his lot. This house was later owned by John Hicks, a distiller. It was occupied by Cornelius Vanderbilt and his son William H. was born there on May 8, 1821.

The house was on Burnet Street at what is now number 181

EARLY INDUSTRIES

New Brunswick's great industrial awakening had its birth about 1830. The city at that time was largely college ruled, its streets with a few exceptions unpaved, no gas or sewers, was supplied only with well water for drinking purposes, which was in danger of being contaminated in the lower portion of the city by the drainage from the upper section, thus being menaced with epidemics of typhoid, though



ODERDONK AND LETSON'S RUBBER FACTORY

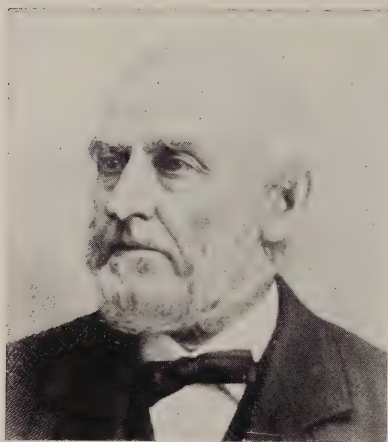
The centre building. It stood on Peace Street, back of the Public Service Station

science had not at that period taken cognizance of the dangerous properties of drinking water thus exposed.

Though there were industries previous to this period, they were of primitive character. New Brunswick in early days being a seaport, it was natural that a shipbuilding industry would be generated, hence an important industry in that line was carried on by the Orams, the Runyons, the Hoaglands, the Kemptons, and the Waterhouses. Large fleet schooners and sloops, also seagoing craft for coast service, as well as barges were built. When New Brunswick ceased to be a seaport these industries died a natural death.

An industry of antiquity was the carriage manufactory of John Van Nuis, who as early as 1810-11 built a factory on Albany Street, consisting of several frame buildings arranged as a quadrangle. From 1813 to 1840 the Van Nuis carriages were known throughout the Southern States. The business after his death was conducted by his three sons—Lyle, Robert and James, who had been his partners. The death of his two brothers caused a change in the firm name, and Lyle Van Nuis in 1867 became the sole owner. The change to modern transportation sounded the knell to carriage repositories.

The father of the foundation of the present industrial life of New Brunswick was Martin A. Howell, a native of New Brunswick. Young Howell's qualifications were energy, economy, and untiring industry, with which he overcame many youthful disappointments and difficulties. He finally, in 1837, erected what was the first manufactory built in the city for the production of wall paper, one of the first erected for that industry in the United States. It was operated on Water Street, by canal waterpower. It was two years later that Horace H. Day, in his little shop on Dennis Street, turned out carriage cloth

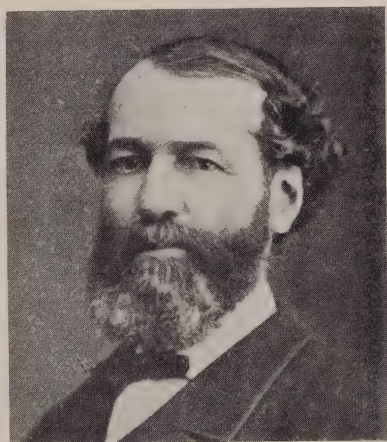


JOHNSON LETSON

made by spreading over cloth, rubber which had been dissolved in turpentine, and shoes made from rubber uppers fitted on leather bottoms. In the shipping trade of New Brunswick at that time was a young man, James Bishop, whose vessels plied between New York and Para, South America, and through his agent at that point he came to know of the inexhaustible supply of rubber on the banks of the Amazon River and its tributaries. Knowing the value of this Brazilian product, he readily became interested in its exportation and became a pioneer in the rubber industry. The rubber trade antecedent to its development as an industry in the United States was recognized in Europe.

The pioneer in the successful manufacture of rubber goods in America was E. M. Chaffee, a native of Massachusetts. He invented a machine in 1832 that would spread upon cloth a preparation of rub-

ber gum dissolved in turpentine, to which was added lamp black. This made the material waterproof, and was successfully used for goods exposed to the elements such as covers for life preservers, coaches, storm hats, or sou'westers. Chaffee, to extend his manufacturing, organized a stock company with which Daniel Hayward became identified, but in producing the cloth in large quantities it became uneven and inferior in quality. Charles Goodyear and his brother Nelson also engaged in experimenting, and while they met with some success in elastic goods, in other appliances they produced a material that became sticky when exposed to heat or became hard when exposed to cold. The rubber shoes were a solid piece of unglazed rubber, which fitted closely over the leather shoe and was ungainly looking, like an ugly black stocking. They also made a shoe with uppers of leather, while between the soles was placed a cloth smeared with a compound of rubber gum. Here in New Brunswick, Horace Day was keeping pace with them, and the interesting spectacle was presented of four young men—Chaffee, Hayward, Goodyear and Day all penniless, but with an abiding faith in themselves and their own



JAMES BISHOP

inventive powers. In 1838, a German, Christopher Meyer, came to assist Mr. Day. He was of a naturally ingenious turn of mind, with a knowledge of machinery. Mr. Day engaged him for two years in perfecting patterns and machinery for operating in the manufacture of rubber goods. The Goodyear vulcanizing process came out in 1844; Mr. Day claimed the right of using it for the New Jersey Rubber Shoe Company, which he had established in 1839, basing his claim on the plea that it was an unpatented English invention, and began making improved shoes. This resulted in lawsuits in which Mr. Day was finally vanquished. His assistant, however, Mr. Meyers, spent his evenings in making his patterns, and soon had his machinery ready for a beginning. Through the assistance of James Bishop, who granted him financial aid, he started in a small way at Landing Bridge, on the canal, manufacturing rubber shoes and rubber carriage cloth.

This undertaking he eventually sold, and in 1845, associated with John R. Ford, he rebuilt his factory that had been destroyed by fire. The Ford & Company in 1850 became a corporation, the Ford Company, and four years later its name was changed to the Meyer Rubber Company. After Mr. Day's unsuccessful litigation, the New Jersey Rubber Shoe Company met with varied changes. They manufactured rubber blankets for the use of the soldiers during the Civil War, but the works finally came into the possession of Mr. Meyers and others who formed the New Jersey Rubber Company in April, 1870. Previous to this Messrs. Meyers and Ford had built in 1858 the Novelty



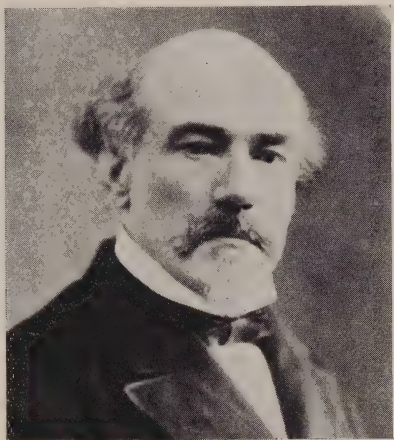
CHRISTOPHER MEYER

Rubber Company mills on Neilson Street, above the railroad bridge for the manufacture of hard rubber articles. The firm of Onderdonk & Letson acquired the Goodyear rights for manufacturing rubber boots and shoes, which they disposed of in 1849 to the New Brunswick Rubber Company, and later to the United States Rubber Company. All of these rubber companies have long since ceased to exist in New Brunswick.

It was some years after the Delaware & Raritan Canal was in operation that Commodore Rob't

F. Stockton, with the ideal of utilizing the fall of water between the upper and lower level of the locks, induced his friend James Neilson to join with him in the erection of a plant for a cotton spinning mill, the power to operate the works to be derived from the canal. This scheme was put into practice and carried on for some years, giving employment to men and women, and is cited as the first organized industry in the city offering employment to either sex. The cotton milling, however, was not remunerative; the buildings remained idle until 1866, when parties interested in Norfolk, Connecticut, in the manufacture of yarn, who had invented a machine to produce knit goods, wishing to obtain another location, bought the works and established in New Brunswick the Norfolk and New Brunswick Hosiery Company. This was one of the enterprising industries of the city, with extensive works located at Neilson and Hamilton Streets.

In 1844 John P. Hardenbergh commenced the manufacture of wall paper on Water Street. He disposed of his interests in 1849 to William R. Janeway, the firm becoming Janeway & Company. The early factory, measuring forty feet by twenty-five feet, soon gave way to an immense structure facing on Water Street, which with other buildings, covered two acres of ground. Here ordinary wall paper was printed from maple rollers, gilt paper and water colors from maple blocks. The printing machines were made by the Waldron Machine Works, established by William Waldron in 1848. These machines were afterwards made by this concern for exportation to Europe, the business being still carried on by descendants of the original founder, on the River Road, under the style of the John Waldron Company. The business of Janeway Company extended from Maine to California; the competition became severe, but Janeway & Company with their extensive facilities for business, outlived all competition. Wall paper is manufactured at the present day in New Brunswick by Janeway & Carpenter.



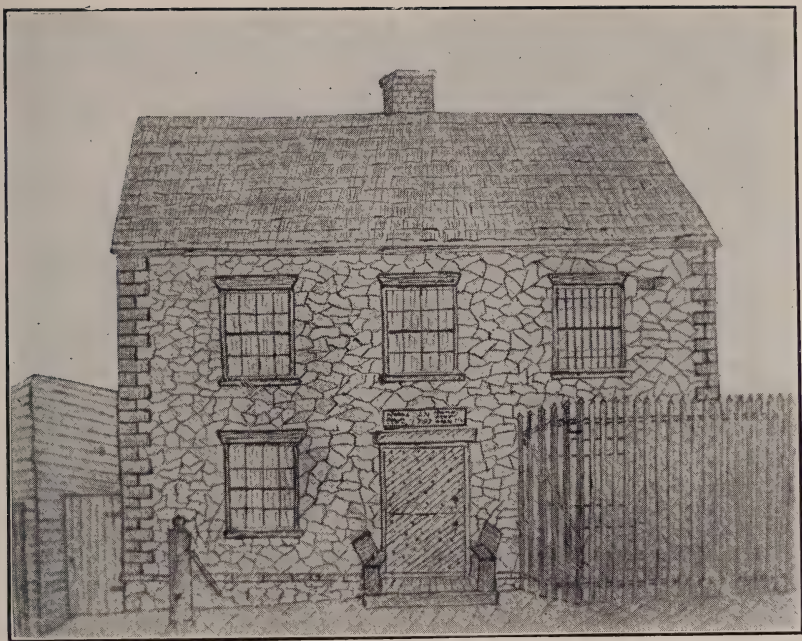
JOHN R. FORD

The manufacture of shoes was at one time a leading factor in the industrial life of the city. The genesis of the industry was in 1833, when William Harding established the first shoe factory. At this time all work was done by hand, later machinery was installed and upon the death of Mr. Harding in 1866 his sons continued the business.

Later came Felter, with a shop at the head of Delevan Street, employing two hands in the making of hand-sewed shoes. This grew into an industry, with a factory located on Bayard Street between Neilson and George Streets, where employment was given to over three hundred hands, nearly half of whom were females. The weekly production was over five thousand pairs of boots and shoes. In the old courthouse, John Boundey in the early sixties started a shoe factory employing about fifty hands, from which he removed, finally locating on Spring Street near Albany Street. An extensive strike by the Knights of St. Crispin in February, 1871, caused the out-

growth of shoe factories to be operated on the cooperative plan. This caused the formation of the firms of Motisher & Shyers, and Vosper & Kramer, young men who for a time conducted a thriving business. Mr. Kramer in 1879 purchased the interest of his partner, and established a shoe factory on Hamilton Street near Division Street, where he for several years carried on an extensive shoe trade. In the year 1877 Frank E. and James T. Kilpatrick formed a firm for the manufacture of leather shoes, styled Kilpatrick & Company. A large brick factory on the corner of Neilson and Hamilton Streets was occupied. The manufacture of shoes in New Brunswick is also a thing of the past.

One of the thriving industries of its day was the furniture manufactory of Cornelius Powelson. The business sprang from a small shop on the corner of New and George Streets; the trade increased, and in 1847 a four-story brick structure was erected on the corner of George and Schureman Streets, where exclusive first-class furniture and upholstery work was made for customers all over the country. Equally unique was the confectionery establishment of William Frank, who opened in 1850 a small place on the east side of Peace Street for the sale of candies; to this was afterwards added toys imported from Germany, and the manufacture of French and American candies in over two hundred varieties. Three brothers by the name of McCrellis in 1851 established on Somerset Street a factory for the manufacture of carriages, wagons and sleighs. There was the Waldron Machine Works, also the National Iron Works, established in 1847 by Elijah Kelly, that specialized in rubber goods machinery, also manufactured a newly patented powder-making machine. The Empire Machine Works made improved knitting machines. The New Brunswick Carpet Company was established in 1871 for the manufacture of tapestry Brussels carpets. They built extensive brick buildings covering some three acres of ground on Water Street near Somerset Street. They employed nearly three hundred hands. The business was relinquished in 1877, the company closing their works. In a large substantial brick factory on the corner of Hamilton and Union Streets, in 1882, D. McNair & Son were actively engaged in the manufacture of buckram, mosquito netting and light muslin, employing a large number of hands. The Home Valley Preserving Company was established in 1884 by Benjamin F. Holmes. The company were growers and packers of all kinds of fruits and vegetables, also conducted a farm of two hundred acres within the city limits.



THE FIRST JAIL

DEATH PENALTY PAID IN NEW BRUNSWICK

George German

On August 8, 1828, George German was hung by Sheriff Edgar. His execution took place above the site of the present Courtyard, about where the railroad crosses Bayard Street, and was public. On that occasion it is said, thousands of people flocked to the City to witness the disagreeable affair. German was quite a prominent personage at that day, during the infancy of our city. His occupation was a school teacher. He was hung for stabbing a man by the name of Titus, in a house on George's Road, with a dirk-knife that he always carried about him. The murder was committed unintentionally and was done in the heat of passion. A man by the name of Snediker, who, with Titus and German, was visiting some ladies on the road on the night of the murder, committed certain indecencies on German in their presence. German turned around, and pulled out his knife

and made a stab at Snediker, but by mistake killed Titus. If his trial had taken place a half century later, he probably would not have been convicted.

Peter Robinson

The trial of Peter Robinson was a very exciting one in this county. The condemned was a carpenter by trade, and was executed on April 16, 1841, in front of the old jail, which stood on the site of the Bayard Street Public School. This was the first private execution in the county, and was a very bungling affair, the rope breaking the first time.

Robinson was tried, convicted and sentenced by Chief Justice Hornblower, for the murder of Abraham Suydam, the President of the Farmers' and Mechanics' Bank. The Attorney-General, Molleson, tried the case on the part of the State, and Messrs. Wood and John Graham for the prisoner.

The story of the murder is briefly as follows: Mr. Suydam was a real estate speculator, and owned the greater portion of the southwestern part of the city. Robinson built a house in the upper part of New Street, buying the land from Suydam and giving in return a mortgage on his property. Being frequently taunted by his friends with this fact of the mortgage, and being told that he was only building the house for Suydam, Robinson conceived the idea of getting possession of the bond and mortgage, thinking that would cancel the mortgage and extinguish the debt. He therefore invited Suydam to his house on Thanksgiving morning, December 3, in order to pay him the amount due. Suydam unsuspectingly came. Robinson, in his confession afterwards, affirmed that he did not contemplate the murder at first, but that Suydam struggled for the papers. Robinson then seized his mallet and hit his victim on the back of the head and then took from him his gold watch and wallet with large amount of money. Suydam revived again, but was dragged by Robinson down into his front basement. There he tied and gagged him, and left him on the cold floor from Thursday to Saturday, when he went there early, dug the grave before his still living victim, threw him into it alive, and then struck him on the head with the spade, dashed in his skull, and thus killed him. He then covered the corpse with earth, where it was found on the evening of the 14th of December by some citizens, who had their suspicions excited against Robinson. As Mr. Suydam was a very prominent citizen, his sudden disappearance caused great excitement. The citizens organized themselves into

squads and actively searched for him during two weeks. It was understood that, when the body was found, the Court House bell would be tolled; and on the night of the 14th, the tolling of the bell of the old Union Hall struck terror into many hearts.

John Fox

The trial of Fox for the murder of John Henry occurred in the Spring of 1856. The defendant at time of his execution was a young man of prepossessing appearance and about twenty-one years old. Fox came from Canada to this country and lived for a considerable time in New York City, from whence he went to Elizabethtown and there pursued the vocation of florist, also was a member of a band of young burglars, of whom, it is probable Henry was also one. During his stay in Elizabeth he became acquainted with young Henry, eighteen years of age, son of a prominent citizen of New York, whom he introduced into the confidence of himself and wife, and with whom he principally associated until the disappearance of the latter in December, 1855.

The accidental discovery of young Henry with his throat horribly cut, was made on Sunday, December 30, 1855, in a gully about half a mile below the steamboat dock in this city, now called "Fox's Gully," whereupon Coroner Mitchel impaneled a jury of inquest, upon whose verdict was based the arrest of John Fox at Elizabeth on the morning of December 31, 1855. Messrs. A. V. Schenck and H. V. Speer appeared as counsel for the prisoner, and Attorney-General G. A. Vroom, Hon. John Van Dyke and Ex-Recorder Talmadge, of New York, appeared for the State. Judge Vredenburg presided.

The evidence in the trial proved Fox's guilt conclusively.

Fox was convicted and sentenced to be hung on July 26, 1856, but obtained a reprieve for a month. He kept his bravado spirit to the last and, as he said he would, "died game." During the time which intervened between his conviction and execution he created a great furor among the ladies of the town, who sent bouquets nearly every day to him and to whom he in turn indited "poems." He was hung on the 25th of August, 1856, and made no confession.

Joseph Williams

Joseph Williams was executed for the murder of John A. Reddick, on July 5, 1867, one month before the execution of Bridget Dergan. On the 17th of December, 1866, Joseph Williams and his victim,

both colored men, were living in a house belonging to Peter Perrine, in Monroe Township. They occupied rooms on the opposite side of the house. Some words passed between Williams and Reddick and his wife, relative to the use of an iron pot belonging to Williams. The latter became angry and went to his room. About five minutes afterwards he came back with a loaded gun and called to Reddick to come out. They went out into the yard; and when at a distance of twenty-five feet from Reddick, Williams fired at him, killing him



THE OLD JAIL AND SHERIFF'S OFFICE, COURT HOUSE SQUARE
In the yard back of this building was the scene of executions

instantly. Williams was soon afterwards arrested, and on the 22d of April, 1867, was tried. Three days afterwards he was convicted and sentenced. He never denied the crime. On and before his execution he was perhaps the coolest and happiest man that ever stiffened on the gallows. He was thirty-nine years old at the time of his death.

Bridget Dergan

Bridget Dergan was the last woman to pay the death penalty on the gallows in New Jersey. It was for the murder of the wife of Dr. William Wallace Coriell, at New Market, February 25, 1867. She was a servant at the home of Dr. Coriell, and becoming jealous of the wife and wishing to usurp her place in the household, laid plans

to get Mrs. Coriell out of the way. One evening while the Doctor was absent, making a professional call, the servant attacked Mrs. Coriell with a table knife, stabbing her repeatedly. Then she dragged the unconscious woman to a bed that had been saturated with kerosene oil and fired it.

Supreme Court Judge Vredenburg presided at the trial, which was begun May 25, the State counsel being Prosecutor Charles M. Herbert and George M. Robeson, and defendant being represented by Garnet B. Adrain and William H. Leupp.

Bridget Dergan, who was 22 years old, pleaded not guilty, when arraigned at the bar. The evidence produced against her was overwhelming, and the jury on May 31, 1867, brought in a verdict of murder in the first degree against the accused, and she was executed on Friday, August 30, of the same year, at the county jail. The sheriff at that time was J. Manning Clarkson, but Deputy Sheriff Cox looked after the arrangements for the execution.

Michael Sullivan

Michael Sullivan was hanged in this city. On December 1, 1874, Daniel Talmage, of Metuchen, was found near his stable about 4 o'clock in the afternoon clubbed unconscious. He did not regain consciousness and died the next morning.

A teamster was arrested on the charge, but after a three days' trial was acquitted. Then Sullivan was suspected and he was searched for, but could not be found. A reward of \$650 was offered for his capture. He was at last arrested on the cars near Jersey City. On him was found Daniel Talmage's pocketbook which contained a 25-cent greenback and one five cent piece, the remains of \$200 stolen from the body of the murdered man.

Sullivan's trial lasted eleven days. There were fifty-two witnesses for the prosecution and twenty for the defense. The jury were deliberating twenty-one hours. They found him guilty of murder in the first degree.

On February 27, 1875, judgment was passed upon him. He was sentenced to be hung April 9, between the hours of 11 and 3. On hearing the sentence Sullivan looked very pale and agitated and exclaimed, "That's a hard death to die, judge."

He was executed on April 9 and his body remained suspended 48 minutes. He was hung by Sheriff Lupardus.

Sullivan was hanged in the open air in the jailyard.

A. V. Schenck was the prosecuting attorney. Judge C. T. Cowenhoven defended Sullivan.

Frederick Lang

Frederick Lang expiated on the gallows at the Middlesex county jail on March 23, 1909, at 9:42 a. m., for his cruel slaying of Katie Gordon at Piscatawaytown. He walked to the gallows unaided, after repenting at the last moment.

John Gordon, father of the murdered girl, at his own request, was a witness of the execution and expressed satisfaction over it.

Everything in connection with the tragic duty transpired in the most orderly manner. Sheriff Quackenboss had directed that the witnesses—twelve named by the court and twelve by himself, be on hand not later than 9.30. Shortly before that time County Clerk John H. Conger came to the sheriff's office, and swore in the witnesses, or juries, as they are technically known. Two of the witnesses failed to appear, so only twenty-two were sworn in. There were four newspaper men present, and these were asked to sign the certificate after the execution to make up the legal quota, though not sworn in as witnesses.

Prosecutor George Berdine represented the State. Justice Swayze assigned Alan H. and Theodore Strong to defend Lang.

Lang was the last person to be hung in New Jersey, electrocution being substituted for the scaffold.



THE COUNTRY FOLKS COME TO TOWN ON
EXECUTION DAYS



ENTRANCE TO THE TUNNEL AT THE MILE RUN BROOK

NEW BRUNSWICK COPPER MINE

The following account of the New Brunswick copper mine is taken from Morse's *Universal Gazette*, of the edition of 1793. He says :

The following account of a copper mine at New Brunswick is given by a gentleman of distinction, well informed upon the subject :

"About the years 1748, 1749, 1750, several lumps of virgin copper from five to thirty pounds weight, (in the whole upwards of 200 pounds) were plowed up in a field belonging to Philip French, Esq., within a quarter mile of New Brunswick. This induced Mr. Elias Boudinot, of the city of Philadelphia, to take a lease of Mr. French for this land, for ninety-nine years, in order to search for copper ore, a body of which he concluded must be in this hill. He took in several partners, and about the year 1751 opened a pit in the low grounds, about 200 or 300 yards from the river. He was led to this spot by a friend of his, who, a little before, passing by at three o'clock in the morning, observed a body of flame arise out of the ground, as large as a common sized man, and soon after died away. He drove a stake on the spot. About fifteen feet deep, Mr. Boudinot came on a vein of bluish stone, about two feet thick, between two perpendicular loose bodies of red rock, covered with a sheet of pure virgin copper, a little thicker than gold leaf. This bluish stone was filled with sparks of virgin copper, very much like copper filings, and now and then a large lump of virgin copper

from five to fifteen pounds in weight. He followed this vein almost fifteen feet, when the water coming in every part, the expense became too great for the company's capital. A stamping mill was erected, when by reducing the bluish stone to a powder, and washing it in tubs, the stone was carried off, and the fine copper preserved, by which means many tons of the purest copper were sent to England without even passing through the fire; labor was too high to render it possible for the company to proceed. Sheets of copper about the thickness of two pennies, and three feet square, on an average, having been taken from between the rocks, within four feet of the surface, in several parts of the hill. At about fifty or sixty feet deep, they came to a body of fine solid ore, in the midst of this bluish vein, but between rocks of a white flinty spar, which however, was worked out in a few days. These works lie now wholly neglected, although the vein when left was richer than it ever had been."

The opening or pit referred to in the above description was on the northwest line of Hamilton Street where the front building of the old Norfolk & New Brunswick Hosiery Company stood (now Johnson & Johnson), and the southeast wall of that building was set several feet out upon the street to avoid the old mining diggings. The stamping mill was located in the valley between Hamilton Street and Seminary Place, and probably a little west of where Bleecker Place crosses it. Its exact location cannot be identified, as the valley has been filled up and streets graded across it. The water to supply the stamping mill was obtained from Mile Run and was drawn through a tunnel extending from that stream to the mill. The two extremities of this tunnel were marked by springs of water, which drained from the tunnel—one in the valley just north of Hamilton Street near Mile Run, and the other near the place above mentioned as the probable location of the stamping mill. There was a dam built across Mile Run a few rods below Hamilton Street, which was high enough to turn the water into the tunnel. This tunnel was 2,850 feet, or a little more than a half mile long, and as small as it could be worked in by the laborers. Where it passed under Easton Avenue it was about 30 feet beneath the surface. There was a number of shafts sunk on the line of the tunnel through which the excavated rock was hoisted to the surface. These openings and the piles of crumbled rock around them were prominent features of the commons northwest of the city, and were known as mine holes. The old dam across Mile Run was only a few rods below the Hamilton Street crossing, and though broken, the most of it remained in its place until 1870, when it was carted away to use as mellow earth for gardens.

Some of the tools used in cutting the tunnel were taken out by Judge Woodbridge Strong and presented to the museum of Rutgers College. The east end of the tunnel was connected with a drain pipe

which ran to the canal at the upper lock, and is marked on old maps as Mine Run.

The account of the mining operations given by Morse were probably written before the issuing of the first edition of his geography in 1789. This was probably not more than 20 years after the mining operations ceased.

The bluish ore of copper is still to be found in the layers of the red shell about New Brunswick—a very plain and conspicuous one crosses George Street and College Avenue in the northwest part of the city, and at the top of the descending hill at the foot of which these streets unite.

Large plates of metallic copper were taken out in George Street, opposite Rutgers University, when the street was cut down about 1850 and much thicker and more massive pieces of native copper were taken out of a drain which was cut in Easton Avenue, near Hamilton Street, in 1876. Specimens of both these are in the cabinet of Rutgers University.

Where the water came to the surface about where the Engineering Building stands, was known as the “boiling spring.” This was low, swampy ground and filled in to its present level on the laying out of George Street, Bleecker and Seminary Place and College Avenue.



RUTGERS ENGINEERING BUILDING STANDS OVER THE OLD “BOILING SPRING”

THE FORTYNINERS

The old Bull's Head Hotel, which stood at the corner of Hiram and Burnet Streets until about 1876, could tell many a tale if it could speak and, without doubt, one of the most remarkable would be the story of the organization of the New Brunswick and California Mining and Trading Company, better known as the "Fortyniners," and their trip around the Horn in quest of gold.

The capital stock of this association consisted of forty-five shares of \$600 each, totaling \$27,000. This was increased by a loan of \$100 from each shareholder. Membership was of two kinds: shareholders who ventured their money, and active members who went to California as substitutes for the shareholders.

Following organization came the problem of putting to sea and by way of the Horn. A vessel was bought, the barque Isabel, of two hundred and fifty tons, at a cost of \$11,250, and some \$17,000 worth of cargo. Every imaginable thing that might serve the needs of the company or its trading ventures seems to have been secured, and then every active member was required to procure himself a rifle, gun or fowling-piece and a pistol or revolver. A captain, two mates and five sailors made up the navigating force.

On the morning of February 7, 1849, at 11:30 o'clock, the barque Isabel sailed out of New York harbor under command of Captain Brewer. The voyage was an eventful one and at twenty minutes after eight o'clock on Sunday morning, August 5, 1849, the Isabel dropped her anchor within the Golden Gate.

The gold did not glitter for those adventurers so they decided to dissolve the association, which took place in a very formal way.

The important business papers are preserved in the library of Rutgers University and tell the story. The barque Isabel was placed in the hands of San Francisco salesmen and sold for \$5,000, two thousand more than the market price they said. Bills against her brought the net proceeds down to \$3,188. The largest item against the barque was one for \$1,390, turned in by Hardenberegh who received this amount for taking care of the barque for one hundred and thirty-nine days. Though considered outrageous by the shareholders, members at Sacramento said it was worth it. Deducting costs for shipping of gold dust, the salesmen forwarded to the company's New

York agents \$3,134—190 oz. 17 pwt., of the same gold received. This established a credit in New York of \$1,777.46. On March 13, 1851, the stockholders resolved that this credit be paid to the holders of the loan certificates—\$39.50 apiece. \$39.50 for a venture of \$700.

The company had only just dissolved when President Taylor, Secretary Spader and John Van Nuis, Jr., left for home. They arrived on the Crescent City December 14, 1849, having come by way of



BULL'S HEAD HOTEL, HIRAM AND BURNET STREETS

Razed for the widening of Hiram Street in 1876. Damaged by tornado of 1835

Panama and the Isthmus. They brought news of the death of six of the company during the month before their departure—William F. Marsh on September 17; John C. Dunham on October 3; Jesse Paulson, the second mate, on October 8; William Conover, of Ten Mile Run, on October 14; Philip V. Fisher on October 15, and J. W. Van Middlesworth on October 18. Dr. Taylor thought that scurvy was the cause of all these deaths. That of Paulson may be excepted, for he bled to death due to an injury at a time when Taylor was too ill to render assistance.

The following were the officers and members of the company: Dr. Augustus F. Taylor, president; J. E. Van Geison, vice-president;

John W. Van Middlesworth, treasurer; James V. Spader, secretary; Nicholas R. Brewer, captain; R. S. Sinclair, mate. Of these, the president, captain and mate were also rated as shareholders, because of their distinctive positions in the company. The second mate, Jesse Paulson, and five sailors, William Fiske, J. R. Lansbury, Abram Everson, Theodore Becroft and William Rice, were allowed a half-share each. The other active members were: John H. O'Brien, Philip V. Fisher, John VanNuis, Jr., David Abdell, James M. Caywood, Michael Caywood, James Forman, Thomas Letson, Thomas H. Pyatt, William Conover, John F. Suydam, Albert Riley, James Kirkpatrick, Peter Davis, George H. Martin, William Rowland, William F. Marsh, James R. Hardenbergh, William F. Vliet, Robert M. Edmonds, Babriel Sillcox, J. R. Grant, Bergen H. Low, John C. Dunham, Peter Outekirk, Peter Suydam, John P. Castner, George D. Martin, George W. Reamer, Jeremiah B. Dayton, William C. Kellum, Theodore Skillman, William V. S. Annin, Martin Hoagland, James Cook, David R. Swayne, John R. Brewer, Peter D. Elmendorf, Charles S. Stout, Charles D. S. Boice, J. Henry Van Derveer, Randolph Low.

A second party of twenty-five left the port of New York on January 17, 1849, bound for San Francisco via the Horn. There were several New Brunswickers, but the party was made up mostly of men from Perth Amboy, Woodbridge, Metuchen, South River, South Amboy and other places in this district.

The officers of the Schooner *Roe* were: President, Edward Crowell of Perth Amboy; secretary, Edward A. Pool; assistant secretary, Tom MacDowell of South River; Captain Samuel Martin of South River, and Captain Jennings.

The directors were John Grant, Dr. Booth, P. Moore, John Lockwood, William Dill, Prevost Brown, Booth McMacken, John Riley, John May, Daniel Ostrander, David Curey, Ephraim Martin, Charles Martin, William Kessam, Charles Yates, Ambrose Bradford, Anthony Leabor, William Brown, Henry Buchanan, Harmon Edgar and John R. Fouratt.

The officers and sailors were: Captain Jennings, Putnam Ross, Parker Bradford, Arnold Lewis, Harry Simons, Samuel Slack and Jones Weeks.

The "*Roe*" arrived at San Francisco June 29, 1849, with all in good health and spirits. The schooner was built at Sag Harbor, Long Island, in 1839, for a packet line of schooners running between New York and Baltimore.

FIRES OF NOTE

New Brunswick has had many serious conflagrations and has suffered heavy losses, both in life and property. The earliest account of fire we have is that of French's house that stood just about in the centre of George Street where Washington Street crosses.

In the dead of night on February 17, 1741, the home of Philip French, with its entire contents, was destroyed. The residence was one of the largest and most complete in the province of New Jersey, and had only been built a year. Mr. French and his family hardly escaped with their lives; two of his daughters were forced to jump out of a window two stories high. A noted conflagration was that of April 14., 1768., when a fire broke out in the house of Widow Dilldine; the residence of the widow, also the bake shop and house of John Van Nordan, Jr., were a total wreck. A high wind spread the flames across the street to the house of James Neilson, which was destroyed, with cooper shop and bottling establishment. The dwelling house and store of Peter Vandenburg and the residence of Widow Cramer were also burned; with the help of the military and citizens, adjoining buildings were pulled down to stop the progress of the flames. At one o'clock on the morning of February 28, 1771, a fire broke out in the barn of John Dennis, which resulted in the loss amounting to over £1,000. During the occupation of the city by General Howe and the British troops, the house of Brook Farmer, with adjoining residences, was completely destroyed by fire.

The first great conflagration took place in 1796, when nearly the entire city was wiped out. The State at that time appropriated \$5,000 for the relief of the sufferers. The Christ Church steeple was struck by lightning on Washington's birthday in 1802, causing the spire to burn to the base of the tower, when a snowstorm put the fire out. In 1813 the city was visited by another disastrous fire; this was of an incendiary origin. A negress nursing a real or fancied grievance against a resident of the city, fired his house in revenge. Five years later there were twenty-five wells in the city to be used for fire protection and in 1818 fifteen more were added. A fire broke out October 18, 1821, in a paint shop near Dennis and Church Streets. Two hotels and stables on Water Street were destroyed by fire July 11, 1832. The White Hall Hotel stables were for a second time de-

stroyed by fire July 3, 1834. A large fire took place May 21, 1842, when the Raritan Hotel near the depot was destroyed.

Among the other important fires of the city was that of the Baptist Church in 1849; the previous year the steamboat "Raritan" on its passage from New Brunswick to New York was totally destroyed; the machine shop of Randolph & Holmes, July 15, 1850; the rubber



MASONIC HALL

It stood on the site of the present Post Office

factory on the corner of New and Drift Streets in 1853 also suffered loss by fire. The fire on Commerce Square occurred January 15, 1862; the Star Linseed Oil Works were a total loss November 21, 1871; was rebuilt and burned again in September, 1875. The Canal stables suffered a loss by fire October 24, 1873, and were totally destroyed by another fire March 16, 1874. The grocery stand of Suydam & Nevius succumbed to the flames in November, 1875, and in the same year the old Swan stables near Washington street were

destroyed by fire. The Augustus Hyatt Rubber Company's works on Neilson Street suffered a complete loss of property and machinery on August 15, 1876; the same year fire broke out in Charles Lemon's dwelling on the corner of Suydam and Drift Streets, its owner being consumed in the flames.

The Pennsylvania Railroad's wooden bridge was burned November 9, 1878. Its successor was an iron structure which in turn was replaced by the present stone bridge, the first train passing over the



MASONIC HALL AFTER THE FIRE OF DECEMBER 21, 1896

latter May 11, 1903. The railroad shops on Easton Avenue were the scene of a fire November 22, 1879. The next year, June 30, Hammell's store was reduced to ashes and George Robotham was killed; the same year, November 20, the old ice house at the upper lock was destroyed. The important fire in 1882 was February 28, when the Holmes canning shop, foot of Albany Street, was a total loss; the following year, on May 6, Jarrard's cigar factory was burned. The great oil train fire occurred February 7, 1883, Frank Deeman, brakeman, and Patrick Dougherty were burned to death. The fire was caused by two oil trains colliding on the Pennsylvania Railroad bridge. The flaming oil ran into the sewer and reaching the buildings of Jane-

way & Company, completely destroyed the building. The well known landmark "The Rink," was burned July 28, 1891. August 4, 1894, a large fire at the steamboat dock completely destroyed the freight company's stables and consumed large quantities of hay, straw and oats. Twenty-one mules and one cow were also burned to death. The steamboat "New Brunswick," when on its regular trip between New Brunswick and New York was consumed by fire August 7, 1902. It was a total loss, and the remains were towed to Gregory's graveyard at Perth Amboy. On April 10, 1892, the Pennsylvania Freight House on the block of George, Hamilton and the Railroad, was destroyed. This was a big fire. The Masonic Hall, corner George and Albany Streets, was destroyed by fire December 21, 1896. The large factory of Janeway & Carpender, corner Schuyler and Paterson Streets, was burned in 1907; the present factory was then built in Highland Park. Fire swept the Empire Foundry Company plant on Jersey Avenue, March 19, 1909, causing a loss of \$100,000, the pattern storage house, the engine house and one or two other small buildings were destroyed. The plant was originally built by the New Brunswick Foundry Company in 1897. Gray iron castings, gas and coal stoves and automobile cylinders were manufactured.

The Ballantine Gymnasium fire occurred January 7, 1930, destroying the entire building, with the exception of the swimming pool, which was rebuilt.



THE WATERFRONT OF 1846—ON THE RIGHT, THE WOODEN RAILROAD BRIDGE
The bridge was burned November 9, 1878. All the other buildings on the water front were consumed by the great oil fire of February 7, 1883.

THE TORNADO OF 1835

One of the most destructive tornadoes that has been known in this part of the country passed through a part of New Jersey on Friday afternoon, June 19, 1835. It commenced at Middlebush, where it did much damage, passed thence to New Brunswick, which place it entered by Church, Neilson, Schureman and Burnet streets. The tornado passed directly through the center of the city, prostrating nearly every tree level with the earth, carrying off about two hundred houses, barns and other buildings. Three citizens were killed, about fifty injured, some severely. The amount of property destroyed was very considerable, and in most cases the poor were the greatest sufferers.

The three persons killed were the widow Van Arsdale, Henry Booream, an officer of the navy and a son of Judge Booream, and a youth named Baird, son of N. D. Baird.

The tornado first struck a house in Somerset Street, opposite Isaac Bennett's; there were scarcely any houses at this time above Kirkpatrick Street, and it was on this street that a dwelling owned by Mr. Benjamin F. Myers was badly damaged; a house, corner of Bayard and Kirkpatrick, was unroofed. One end of Dr. Janeway's house in Livingston Avenue was blown down. On the northeast corner of George and Schureman streets stood a building occupied by a Mr. Lillie as a grocery, which was entirely swept away. On the former site of the Second Presbyterian Church stood at this time several buildings, including blacksmith shop and stables, which were entirely swept away. It was here that young Baird was killed. The store opposite, occupied by Asa Applegate, had its roof raised off. Passing downward toward the river the wind next struck the Lancasterian schoolhouse, carrying away the roof. A house lower down Schureman Street, a new building belonging to Nicholas Wyckoff, which had just been raised and weather boarded, was razed to the ground. This street was right in the track of the tornado, and almost every building situated in it was injured more or less. Mrs. Plum's house in Neilson Street was unroofed and the ceilings demolished. A carpenter shop belonging to Francis F. Randolph, in which were employed ten or fifteen men, on the corner of Neilson and Schureman streets, was swept away entirely, scarcely a vestige remaining. The lives of the men were saved by the alarm of fire to which they had

responded. A dwelling and grocery on an opposite corner, where a grocery still stands, was also entirely destroyed. All the buildings below this were badly injured, and some of them blown down. The widow Van Arsdale was killed in Schureman, just below Neilson Street. The entire street, from George to Burnet, was so completely filled with debris that it was impassable. On the corner of George and Liberty streets stood a large pottery, belonging to Mrs. McKay, widow of Ephraim McKay, the frame portion of which was swept out of existence in a moment, but the heavy brick furnaces withstood the shock; it was dense black smoke from these furnaces which first caused the alarm of fire to be given. From this point the wind swept over a house in Liberty Street, only slightly injuring it, and again sweeping to the ground struck the Liberty Street M. E. Church, a substantial brick structure, which was in a second demolished. The wind at this point broke off some of the gravestones close to the ground. In Richmond Street there were but few buildings—a carrier shop on the corner of Dennis, and a stable or two. These were swept away, as were a fine row of poplar trees on the street.

In Burnet Street, where Washington Hall formerly stood, was a large store kept by Brush & Probasco, which was completely destroyed, as were their storehouses on the dock. On the corner of Central wharf, later occupied by Runyon & Sons, was situated the large grain warehouse of James Bishop, which was also destroyed; next to this was a low frame dwelling owned and occupied by Capt. Isaac Fisher, which shared the same fate. Below Brush & Probasco's came the dwelling house and store; the former was only slightly injured, but the store was made a complete wreck. The storehouse on the dock was turned on its foundations and the grain scattered and blown in every direction.

The old Catholic church, which stood opposite the Bayard Street school was badly damaged.

A young child of Mr. Wm. G. Dunham, named Theodore, was carried by the wind from the corner of George and New streets to Burnet Street, where he landed uninjured.

The bells of the churches were rung; cries of fire were raised, and when people rushed to their doors and windows they were terror stricken at the terrible aspect of the heavens. A cloud black as ink, from which angry, lurid flashes were constantly emitted, hung directly over the city, and many believed the last day had arrived.

The hurricane commenced at Middlebush, passed New Brunswick and thence to Piscataway and out to the Bay

STORM OF MARCH 1, 1914

The city awoke in the grasp of a blizzard, the worse it had experienced in several years. While the snow drifts were not as bad as in the blizzard of 1888, the blizzard which has been the measure by which all big snow storms have been measured since, it was worse in its traffic paralyzing features.

Many passengers on the Pennsylvania Railroad spent the night in trains stalled along the road, among them being James W. Marshall, Vice-president of the United States. Trains ran irregularly all Sunday, it taking five and six hours to make the run from New York to New Brunswick. So many poles fell along the line that traffic on the west bound passenger track was blocked and all westbound trains were run on the westbound freight track. At midnight travel on this track became dangerous and traffic was ordered stopped. There were nine trains stalled between Millstone Junction and Stelton at daybreak Monday morning.

The scene along Raritan Avenue, Highland Park, was one of destruction. Big poles laid across the roadway, some of them broken halfway up. The roadway was a tangle of wires.

There was scarcely a street in town but had its broken trees and wires lying about the road. The plant of the Emerson Contracting Company on lower Burnet Street near the Steamboat Dock, collapsed. It took four days to clear the wreckage and open up travel with the suburban towns.

STORM OF 1930

Crushed beneath the weight of a brick chimney, Mrs. Marian Vennica, forty, was instantly killed as a dwelling at 409 Brookline Avenue, Franklin Township, just across the city line, was toppled from its foundation by a miniature tornado which struck New Brunswick and vicinity shortly before 5:30 P. M., July 22, 1930. Miraculously, six others in the frame house escaped with their lives.

The storm swept from the direction of Franklin Township across Comstock and Delevan Streets, blowing roofs from homes, causing chimneys to crash to the pavement, smashing windows and breaking trees freakishly. Damage estimated at \$100,000 resulted. Accompanying the tornado was a torrent of rain, 2.08 inches falling in forty-five minutes. At times the sheets of rain, whipped into a fury by a cyclonic gale, resembled a flurry of snow.



BURNET STREET, LOOKING DOWN TO THE STEAMBOAT DOCK FROM RICHMOND STREET, DURING THE FLOOD OF SEPTEMBER 24, 1882

FLOODS IN THE RARITAN

The suddenness with which floods rise in the Raritan is no doubt due to the lack of gravel and sand, also to the deforestation and consequent small ground storage of its watershed. This is such that all the upper branches focus at a point near Bound Brook, and discharge their flood flows almost simultaneously, causing an immediate rise in the river, something that would not occur if the watershed was narrow and the branches more evenly distributed along the main body of the stream.

The minimum flow of the Raritan, as observed at the Delaware and Raritan dam, about five miles above New Brunswick, at a very dry time, was 180 cubic feet per second. On rare occasions it has been known to be as low as 122 cubic feet per second. The river is bank full at about 7,000 cubic feet per second discharge, and nothing less than 8,000 cubic feet is regarded as a freshet. The rise at New Brunswick is about one foot less than at Raritan Landing. A rise of 13 feet at the Landing is equal to a flow of 52,000 cubic feet per second, and a rise of 4 feet is equal to a flow of 7,500 feet, so that it is necessary to have a rise of more than four feet to cause a flood. The flood of September 24, 1882, had a rise of 12 feet at New Brunswick and about 16 feet at Bound Brook.

In New Brunswick the water reached Dennis Street and boats were rowed through the front door of Macom's Hotel, at Burnet and Richmond streets, out through the stable yard up Richmond to Dennis

to Hiram and through Burnet to Church Street, up Church nearly to Neilson Street.

The flood of March 5-6, 1920, was the greatest freshet of the Raritan, the water reaching 7 feet 9 inches on lower Burnet Street. The house of the New Brunswick Boat Club was torn from its winter quarters and carried down on the meadows below the city. The damage caused by the flood exceeded \$250,000 and it took three days for it to subside. This is recorded as the greatest flood, although the flood of 1810 is claimed by some to be its equal. The eighteenth century contributed its share of big floods, as the following accounts taken from the papers of that time show:

Philadelphia.—We hear from Brunswick upon the Raritan that at breaking up of the Ice a vast deal of Damage was done at the Ferry there, the Freshet occasioning such an inundation that whole Barns and Warehouses were borne down and carried away, and much Wheat, Flour, Beef and Pork lost. The Water was many Feet high in the Dwelling-Houses at the Landing, but we hear of nobody drowned."—*The Pennsylvania Gazette*, February 22, 1733.

Philadelphia, February 27. We have these further Accounts of the Damages done by the Freshet & Ice at New Brunswick. The Water was all over the City, and has damaged abundance of Wheat, carried away a Barn, and Ice turn'd a House quite round, undermined the House of Wm. Cox, carried away Mr. Antil's Barn, Stable and Hay, together with several Hogs, Turkies and Fowels, likewise carried away a large quantity of Wheat and Salt.—*Pennsylvania Gazette*.

New York, Febr. 27.—Last Week there was a great Flood in the Raritan River, in New Jersey, which did a great deal of Damage. It carried away three Barns with Corn & Cattle in them. At New-Brunswick it broke several store-houses and Wharffs, and quite destroyed Mr. Hude's Storehouse with near 3,000 Bushels of wheat in it, & other Damage.—*The New England Weekly Journal*, March 19, 1733.

The high Tide at New Brunswick, New Jersey, done great Damage, most of the Houses nigh the River flowing with Water.—*The Pennsylvania Journal*, February 27, 1753.

There were other floods in 1764, 1783 and 1790. The flood of 1810 was caused by a storm which commenced Friday, November 8, and lasted for four days. The special report of the Geological Survey of New Jersey on the water supply of the State makes the date of this flood appear to be November 24, which is a mistake. The flood was at its greatest height on Monday, November 12, as the following account, taken from the *New Brunswick Guardian and General Ad-*

vertiser of November 15, 1810, will prove. This is what that paper has to say about the storm and flood:

The late storm of wind and rain has raged with more violence from Friday night to Monday morning than has been experienced by the oldest inhabitant of this place, and its effects are beyond all expectation. On Saturday all the wharves were under water and on Sunday part of the lower street. But on Monday morning such a scene was exhibited as was never witnessed. Every part of Burnet street, the greater part of Peace street, and the lower parts of the streets leading to the river, were completely deluged. Every cellar was filled and the first floors of the dwelling houses and stores covered with water, some as deep as from four to five feet. The scene was awful and distressing, and the damage sustained was great. Vast quantities of salt have been destroyed and every species of merchandise and property much injured. The water on Monday morning was thirty inches higher than at any time in the memory of man, excepting in the Winter of 1783, when by the stopping of ice it rose to within eighteen inches. We are not prepared to give a correct account of the damages sustained higher up the river. From what is related, the destruction and injury has been greater than was ever known. Some dwellings have been demolished and carried away. Bridges, flocks of sheep and cattle, and many fields of corn have been swept off, and the water at Bound Brook is said to have been five feet higher than it had been known. The salt meadows down the river, we are told, are completely swept of hay.

The issue for November 23 has this to say:

At Bound Brook the late inundation has done much damage, the water having risen about four feet higher than was ever known before. The principal sufferers are Col. Wemyss, Mr. Backford, storekeepers; Mr. Herrick, tanner and shoemaker; Mr. Campbell and Mr. Stryker. A building belonging to Col. Wemyss, intended for a Plaster house, and wool carding machine, was carried down the river, and stove to pieces against the Landing Bridge. The Bridge lately built over the Raritan by The turnpike company was also much damaged, two of the bents being entirely carried away.

The flood of July 17, 1865, was the largest of the century except the ones of 1810 and 1882. From the best information obtainable it is believed that the floods of 1810 and 1882 were nearly equal, and the one of 1865 somewhat lower. Other notable floods were the ones in 1832, 1833, 1837, 1858, 1865, 1871, September 18, 1874, October 5, 1877, September 22, 1882, February 12, 1886, July 23, 1887, January 2, 1888, November 28, 1889, March 23, 1890, January 23, 1891, January 3, 1892, November 16, 1892, and the flood of February 16, 1896. There were numerous other overflows of the river, but none of a serious nature. The flood of March 23, 1890, lasted five days before the water reached its normal level.



GEORGE STREET, LOOKING FROM CHURCH UP TO BAYARD STREET

BLIZZARD OF 1888

On Sunday afternoon, March 11, 1888, the storm began, at first in a quiet, unpretentious manner. It rained, and then at sundown came the first warning, the mercury dropped. At 11 o'clock a strong wind came up. The wind increased and the snow fell faster until at 1 o'clock the storm was raging in a furious hurricane which continued for more than twenty-four hours. It was a storm that halted traffic for five days, and communication of all sorts came to a standstill. All telegraph and telephone connections were cut off.

The fall of snow registered twenty inches and drifts on the outskirts of town piled up as high as thirty-six feet. The schools and factories were forced to close. Great drifts covered Bayard Street, Paterson and New, but the worst sections were on Livingston Avenue, Throop, Commercial and Remsen Avenues and the roads about the Fifth and Sixth Wards. Drifts on French Street completely covered the porches of the houses.

Conductor's Gallagher's train, which usually left at 6:30 for New York, got away at 9.18, and then stuck on the east side of the river. No New York trains reached New Brunswick until 3:40 in the afternoon. It left New York at 6:20 in the morning and brought with

it one hundred passengers. Here it stuck. Grumbling, worried passengers piled out and were taken and housed at the expense of the railroad in the City Hotel, McCormick's and Finley's.

Across the river another train stalled and remained for two days. Three freight trains were blocked up within the city limits. On New Street a large train broke down, and out at Ross' cut on the tracks near Millstone Junction, drifts over twenty feet deep completely buried three stalled engines. Only black smoke stacks jutted out from the white piles. A cattle train near Adams stuck with many famished animals.

At Christ Church, sparrows, frozen stiff by the sleet, fell from their nests in the ivy. The town clock froze up at 1:45, and no one ventured out to set it running until two days later.

At 9 o'clock Monday evening the snow ceased. But the mercury fell from sixteen to six above zero. The wind increased in velocity and the snow continued to blow with a blinding force. Damage was great.

On Thursday the stiff backbone of the storm was broken. Hundreds of men began on Tuesday and Wednesday to open the railroads and the streets of the city. Between New Brunswick and Rahway, 2,000 men were at work on the tracks. The first train was sent into New York at 6 o'clock Thursday morning.

SOME COLD DAYS IN NEW BRUNSWICK

The coldest day of record was 18 degrees below zero at 3 P. M. on January 26, 1857, and the same on February 6, 1868. On January 30, 1873, the official temperature was given at 15 degrees below at Rust's drug store. In some localities it was really colder than in others. For instance, at D. D. Steele's residence, Raritan Landing, at 5:30 A. M., 23 below; residence of Judge Nevius, Albany Street, 5 A. M., 20 below; East New Brunswick, at 7 A. M., 20 below; New Street, corner of Neilson Street, same hour, 23 below; New Street, corner of Codwise Avenue, same hour, 28 below. These were not accepted as official. It was possible to drive a sleigh across the river from Perth Amboy to Tottenville in January, 1881, and February, 1899, 10 below. January, 1912, 8 below.

On January 29, 1888, William H. Price and Harry Cook skated to Perth Amboy in 52 minutes. They returned by rail. On the same morning Theodore Ashmore and Vanderbilt S. Voorhees started down the river at 10 o'clock and reached South Amboy at 11:20. They then skated to Cheesquake Creek and from there to Keyport where the ice extended fully a mile out from shore.



OFFICE OF THE OLD NEW BRUNSWICK GAS COMPANY
Washington near Peace Street

CIVIC IMPROVEMENTS

“LET THERE BE LIGHT”

How the city was lighted in early days will appear from a few of Common Council minutes:

April 28, 1797, Resolved, to discontinue lighting the city and sell oil on hand.

April 15, 1799, the committee on city lamps report 12 in good repair, 8 gone, and 10 wanting repair, and recommend one new lamp in Church Street, near Barrack Spring; one at Mr. Chapman's upper lot in Church Street, one near Michael Pool's in King Street; one near Mr. Bogg's; one near Mr. Smock's; one at the Court House; one near the Gaol; one at the corner of George and Albany, and one at Mr. Hane's in New Street, and seven new ones for those lost, 16, estimated to cost £30.

And whereas, a number of the public lamps of the city having been taken away and destroyed, resolved, that the President be authorized to offer a reward of \$50, to be paid on conviction of the offenders; should there be a deficiency of money in the treasury, Common Council pledge themselves for the payment of the same.

January 10, 1800, committee on lighting instructed to inform Mr. Cox, the present lamplighter, that unless better attention be paid to lighting the city and cleaning the lamps, that his pay will be suspended.

July, 1800, ordered that the Marshal cause the city lamps to be taken down and lodged in the garret of the Court House.

December 7, 1801, Common Council decided to place the city lamps and light the city, and purchase a cask of spermaceti oil.

February 15, 1802, two new lights ordered; one in front of Mr. Kirkpatrick's, corner George's Road and New; and the other near the College house where George Street and George's Road form an intersection.

1805, the city lamps again ordered collected and stored in garret of Court House.

On June 10, 1853, gas was used for the first time to light the stores and dwellings and a few of the street lamps. On June 11 all the street



FARRINGTON LAKE

lamps were lighted. This was done as a demonstration by the gas company, and on August 10 all the street lamps were lighted at city expense. The city was originally lighted by oil lamps.

New Brunswick got its first electric light on March 4, 1886. It was furnished by the Edison Electric Illuminating Company, which was merged into the Central Electric Company about the first of January, 1901.

HOW THE CITY GOT ITS WATER SUPPLY

The need of a water supply for general use was early recognized. In 1801, the Fountain Company was incorporated for the purpose of supplying water from the Barrack Spring, or Nathan Haviland's Spring, as it was sometimes called, located on a lot on the north side

of Church Street, forty-six feet west of Spring Street. The water was to be conveyed in wooden logs, bored the same as the old pump logs were. They were laid on Albany Street. When the street was paved a number of the old logs were found. The project was not a success and after a short trial was abandoned.

The Water Commissioners, the men who organized the New Brunswick Water Company and had it incorporated March 1, 1859, were Henry L. Janeway, Ezekiel M. Patterson, Dr. A. D. Newell, P. V. D. Hoagland, Lyle Van Nuis, Christopher Meyer, James Bishop and Allen H. Robbins. Before the company began active operations the



FARRINGTON DAM

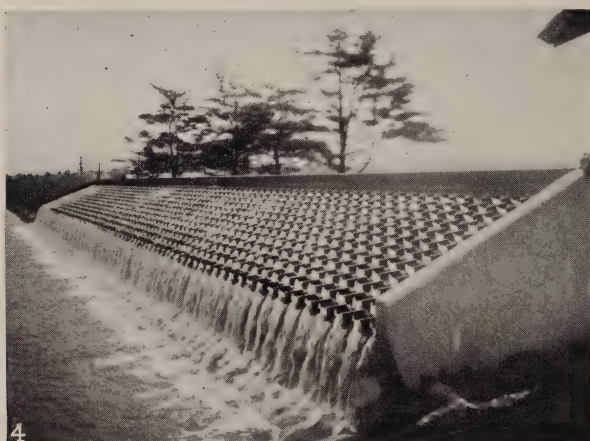
following commissioners were added: Dr. H. R. Baldwin, James Hutchings, McRae Swift, B. D. Stelle, Frederick Staat, Garret G. Voorhees, Lewis Hoagland and Johnson Letson.

Numerous supplements to the original act of incorporation were passed by the Legislature and the matter dragged on for several years. One of the supplements authorized the city to subscribe for \$50,000 of the stock of the company, while the remaining \$50,000 of stock was to be subscribed by individuals. This question was submitted to the public at a special election held on May 19, 1863.

The advocates of the water system distributed pamphlets setting forth the advantages of such a system. It was claimed that the bad well waters had caused considerable stomach and kidney troubles. An analysis of the local waters was made by Professor George H. Cook, State Geologist, and compared with the waters of other cities. It was shown that the water of Lawrence Brook contained 3 grains solid

contents to a gallon, and the Raritan River, 3.25 grains. The pumps of the town contained from 11.51 grains to 50.84 grains, the last being equivalent to one teaspoonful to the gallon. It was not only shown that the water from the Raritan River and Lawrence Brook was purer than pump water, but that it was better than the water supplies of New York, Philadelphia and other cities.

Arguments were also set forth showing the advantages of water in case of fire, the inducements which water offered to manufacturers to locate here, the ability to keep the streets and sidewalks clean and cool in summer with plenty of water. The people wanted the water and voted for it at the election.



SPILLWAY

The real struggle came when the company proposed to dam the Raritan above the Landing Bridge and secure its water supply there. It was first proposed to get the supply of water from Lawrence Brook, but the Commissioners believed that the supply was inadequate and decided to dam the Raritan.

Counsel A. V. Schenck drew up a bill giving the Commissioners the power to dam the Raritan and use its waters. This measure was bitterly opposed by the land owners along the river, above the proposed dam.

They retained Courtlandt Parker to represent them. Mr. Schenck and Mr. Parker appeared before the Legislative Committee and argued the matter at length. Dr. Clifford Morrogh, Dr. H. R. Baldwin and Dr. A. D. Newell appeared as witnesses and told about the condition of the well water.

Mr. Schenck won the case, and the bill became a law and can be found on page 944 of the Acts of 1865.

The Commissioners, after securing the passage of the act did not avail themselves of the opportunity of using the Raritan. The act stands, however, and the river can still be damned and used.

The pumping station is located at Weston's Mill which takes its name from Hercules Weston who had a mill operated by water power years before the pond was thought of as a source of water supply. When the mill was replaced by a pumping station naturally the water power was used for pumping whenever a surplus quantity of water was available.



PUMPING STATION

In 1887 the steam pump was used to pump 26 per cent of the water and the remainder was pumped by the water wheel.

On the night of the 25th of February, 1888, at 6:00 o'clock, the dam at Weston's Mill failed. The original part of the structure had been in existence for many years and from time to time additions had been made to increase the storage capacity of the pond.

The engineer, Robert Thomas, was on duty as usual and, noticing that something was wrong with the behavior of the pump, he looked out of the window and found that the dam had broken and that the water from the pond had rushed down the stream.

The loss of the dam put the city in great danger of being without water and every effort was immediately made to avert this disaster.

During 1888 a new dam was built by B. M. Shanley from designs by Josiah Tice. In 1895, a new twenty-inch cast iron main was laid

from the pumping station to the reservoir at a cost of \$20,422.

In 1896 a ten-inch pipe was laid across the river at Washington Street to supply Highland Park. The supplying of water across the river had commenced in 1878 when a small pipe was laid across the railroad bridge to give water to the railroad company. This pipe was extended in 1882 to a tank some distance east of the river road. In 1889 the pipe on the railroad bridge having given much trouble from freezing, a six-inch pipe was laid in the river south of the railroad bridge and in 1891 a pipe was laid on the river road in Highland Park. In 1899 extensive additions were made to the pumping station.

In 1907 an attempt was made to secure legislation which would per-



FILTRATION PLANT

mit the city to go on with the work of building a filtration plant, but this effort was not successful.

The matter was not dropped and in 1909 proper legislation was secured so it became possible to construct the plant if desired. In order to remove the color and any possible pollution a filter plant with a capacity of eight million gallons a day was built in 1917. At the same time a stand pipe eighty-five feet high containing 800,000 gallons was also installed to give greater pressure.

The water is taken from Lawrence Brook at Weston's Mills about two miles from the center of the city. The brook drains forty-five

square miles. The storage capacity has been enlarged from time to time by raising the dam at Weston's Mills, by building a new and higher dam above Weston's Mills dam in 1918 and in 1926 by the building of a large dam at Parsons Mills which creates the Farrington Lake, three and a half miles long, holding eight hundred million gallons.

The original works were completed in 1867, prior to which time all water was supplied from numerous wells, public and private.

Water was turned on through the main line in George Street on June 27, 1868.

The water works, first built by an independent company, called the New Brunswick Water Company, was purchased by the City on April 30, 1873, for \$303,000 and since then has been operated by the city.

From the first operation of the works to the time of the adoption of the Commission government form of administration by the city the Water Department was under the direction of a board of Water Commissioners appointed by Common Council. The office of Water Commissioner was a purely honorary one and has been filled by the most representative citizens who gave no small amount of their time and ability to make the operation of the department a success.

The position of superintendent of the Water Department was an important one. His duties required immediate supervision over the operation of the works and also the oversight of the collection of revenue and financial matters. The following served in this capacity:

1873—M. N. Oviatt.

1882—A. J. Jones.

1888—Caleb H. Cramer.

1893—F. A. Hoffman.

1905—J. H. Whitfield.

1910—Ferdinand W. Stahlin.

1912—Charles H. Morris.

1913—Ferdinand W. Stahlin.

1915—Charles H. Morris.

THE HORSE CARS AND TROLLEY

The introduction of rapid transit marked an important era in the history of New Brunswick's progress and enterprise. The legislature on February 13, 1867, by an act granted a charter for a street railway which included an ordinance of the city for a franchise passed November 30, 1866. The parties interested in this charter never availed themselves of its privileges. Matters lay dormant until in September, 1885, when George W. Ballou and F. M. Delano, residents of New York, came to the city, looking for an opportunity to develop street



WHEN HORSECARS CAME

The two men standing are William Fisher, with hands in pocket, and John F. Kerwin, who looked after the building of the road.

railway territory. After investigation of several routes, they employed C. T. Cowenhoven as their counsel to take the necessary steps to procure them a legal status. Judge Cowenhoven discovered the existence of the former charter, and that it was still alive and effective. In February, 1886, he secured from the surviving charter parties a transfer of their rights to the New Brunswick City Railroad Company. This corporation after being duly organized elected C. T. Cowenhoven, president; George C. Tolle, secretary; Carroll Sprigg, treasurer, and Josiah Tice, superintendent. The directors were C. T. Cowenhoven, R. H. Becker, George Berdine, C. W. Kent, all of New Brunswick, and F. M. Delano, Carroll Sprigg, George W. Ballou, all of New York.

While these movements were in progress, Woodbridge Strong, representing New York capitalists, filed a certificate of incorporation under the general incorporation act for the New Brunswick & Suburban Railway Company. The two eminent attorneys, Cowenhoven and Strong, soon locked their legal horns, and a struggle was commenced before the city council as to which company should be granted the city franchise. The rivalry soon assumed a partisan aspect, but was of short duration, it being decided in favor of the Cowenhoven road. The ordinance granting the New Brunswick City Railway Company the franchise was passed by the common council March 26, 1886. Work on the railroad began on Somerset Street, but in a week's time, owing to lack of material, it was suspended until May 26, 1886, when a formal contract was made with Philip Richardson, of New York, to build and equip the road, he agreeing to have it in running order September 15, 1886, which was in compliance with the terms of the ordinance granting the franchise. Mr. Richardson sublet the contract to Thomas B. Conway of New York, who commenced work about July 1, pushing it forward with vigor until September 1, when he stopped and filed a mechanic's lien for the work already done. The trouble was settled in a few days, George W. Ballou furnishing funds to meet the indebtedness to the contractor. This delay necessitated an application to the city council for an extension for completion to October 15, which was granted.

In the meantime Judge Cowenhoven resigned the presidency. The railroad from its inception has been known as "the Cowenhoven road" to distinguish from "the Strong road." Judge Cowenhoven had been its godfather at its birth and during its sickly infancy; it was to his patience and perseverance that its completion was due; he had fulfilled every pledge given to the public or the city council, and shirked no

legal or moral obligation in connection with the enterprise. He resigned the presidency and directorship in the company and was succeeded by F. M. Delano.

The road was opened for public travel October 14, 1886, and in honor of the occasion the city buildings, business blocks and residences were decorated with flags and bunting. Soon after noon, along George Street the people began to collect; five cars were promptly lined up, the first carried Union Cornet Band, the second, members of the city council and press, the others being filled with the clergy and citizens. The train started at half past two o'clock and proceeded to the Elmwood Cemetery; on its return trip passed St. Mary's Orphans' Home, finally landing the passengers at the Central Hotel, where the cars were given over to the public for a free ride during the afternoon. The invited guests were entertained with a collation given at the hotel.

The days of street horse car railroads have long since passed into oblivion; those of the elder generation can recall when they had to leave their comfortable seats to place their shoulders at the front or back of the car to help the overworked equines to proceed on their journey.

The work preliminary to the laying of the tracks of the old horse car railway commenced on Somerset Street and ran from the Elmwood Cemetery on Commercial Avenue, Sandford Street, Throop Avenue, George to Somerset, up College Avenue and across Huntington Street to St. Mary's Home. The tracks on College Avenue were taken up and laid on Easton Avenue. The line was later run down Albany, Neilson, Hiram and Burnet Streets to the steamboat dock. The extension up Codwise Avenue was laid in 1907, after the franchise was granted at a special election. The line up Somerset and out French Street was opened on July 1, 1891. The whole system was electrified by the Brunswick Traction Company under the supervision of Edward H. Rodell, some time later the whole system was taken over by the Public Service Corporation of New Jersey. The first electric car was run over the line November 21, 1895. The tracks on Codwise Avenue were taken up in 1930. The tracks from Albany through Hiram and Burnet Streets were abandoned several years before.

John Banker opened the first bus line to South River under the name of the "Grey Bus Line." Thomas A. Lyons ran a city line. Both were taken over by the Public Service Corporation of New Jersey.

LINCOLN IN NEW BRUNSWICK

"Hon. Abraham Lincoln, the President-elect of the United States, passed through this city on his way to Washington, at 11 o'clock this morning. From 9 o'clock until the train arrived the crowd of citizens increased in numbers in the vicinity of the depot, and when the cars appeared and the object of the congregation could be seen the excitement of the vast multitude became intense, beyond anything of the kind we have ever witnessed in this city before.

"The train that brought the party from Jersey City comprised three cars, drawn by the beautiful locomotive Governor Pennington, which was appropriately painted and furnished and handsomely decorated with flags, etc. When the train passed so that the rear platform of the last car just crossed George Street it stopped, and Mr. Lincoln was introduced from the rear platform by Hon. John Van Dyke. Mr. Lincoln then made a few remarks, saying substantially that 'he was gratified with the manifestations of respect and kind feelings which his fellow citizens were pleased to give so frequently; that he did not appear before them to make a speech, because he had none to make, and didn't know that it would be proper to make a speech even if he had one to make and the disposition to make it. He appeared to see them and give them an opportunity to see him; to say good bye to them, and, when the car started to say farewell.'

"During the few seconds that the train remained after his remarks, great efforts were made by the crowd to shake hands with him, but very few succeeded owing to the opposition of some of Mr. Lincoln's suite. Towering above them all, with his face and forehead furrowed by a thousand wrinkles and radiant with good humor, no one, putting prejudice aside, can see Mr. Lincoln without recognizing in him a man of immense power and force of character and natural talent. He seems so sincere, so conscientious, so simple hearted, that one cannot help liking him, and esteeming any disparagement of his abilities or desire to do right as a personal insult."—*Fredonian*, Feb. 21, 1861.



GREER'S HALL, 283-287 BURNET STREET

Built in 1853 by George Greer. One of the finest amusement halls of its day. Recruiting centre and Armory during the Civil and Spanish-American Wars. The social centre for over a half century

THE CIVIL WAR

Almost before the echoes of the first gun fired on Fort Sumter had ceased to reverberate through the land a mass meeting was held in the First Reformed Church; patriotic addresses were delivered and committees appointed to make arrangements for New Brunswick's part in that notable conflict. Shortly after this meeting the call came for 3-months men and New Brunswick responded with more than



MACOM'S HOTEL, RICHMOND AND BURNET STREETS

In 1861, when the news of the firing upon Fort Sumter by the enemies of the Union was received the United States flag was first raised in New Brunswick upon this hotel where it remained until the close of the war. This house was the stage transportation centre of Middlesex County. Within its walls were made and blasted the hopes and ambitions of many politicians as their fates were measured by the all powerful leaders of by-gone days. Statesmen and actors of national fame were entertained here.

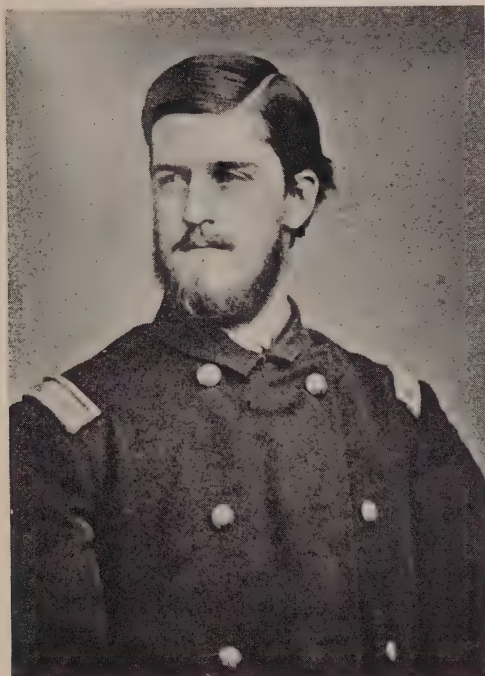
could be accepted. One company, Co. K, of the Third Regiment, was accepted and sent to Washington as part of a Jersey brigade commanded by General Theodore Runyon. Stephen Moore was lieutenant colonel and John H. Janeway chaplain. The New Brunswick company was officered by Capt. Cornelius W. Castner, First Lieut. Samuel Ross and Second Lieut. George M. Stelle. Owing to the short term of their enlistment they saw no actual fighting, but left a memento behind them, Fort Runyon, which they built at the end of the Long Bridge and which constituted one of the principal defences of Washington. Many of this company re-enlisted for longer terms.

Then came the call for 3-year men, and again New Brunswick came promptly to the front with more than her quota. Two companies, F and G of the First Regiment, were recruited and sent to the front. Both of these had been militia companies and formed a nucleus of 200 men. Co. F being the old Deshler, and Co. G the Olden Guards. Co. F was officered as follows: Capt. Enos Fouratt, Lieuts. Smith G. Blythe, David Thompson, Henry C. Werner, N. H. VanArsdale, John H. Voorhees, I. L. F. Elkins, A. L. Blue and Benj. Moffitt.

The officers of Co. G were Capt. A. M. Way, Lieutenants J. D. Wyckoff, Robert Boggs, Carley Swan and Howard M. Gillman. Captain Way was promoted to major and Captain Fouratt was appointed colonel of the 33rd Regiment and participated in Sherman's famous march from Atlanta to the sea. Both of these companies were part of General Phil. Kerny's brigade and participated in all the battles of the Army of the Potomac, from Bull Run to Cold Harbor, after which many of the men re-enlisted in other companies.

During the battle of the Wilderness the New Jersey brigade was on the extreme right of the line. During the engagement Lieut. Carley Swan, of Co. G, had both legs shot from under him by a shell. The Union line was pushed back some distance leaving Swan between the firing lines. Captain Wyckoff, with Christian fortitude and courage, went to his dying lieutenant and tenderly prayed that the Heavenly Father would be merciful to him. This was done with shot, shell and bullets flying thick around them. Such an example of courage should not go unrecorded. Captain Wyckoff was killed at Spottsylvania Court House, Va., on May 12, 1864.

The next full company furnished by the city was Co. B, 9th N. J. Vols., and Captain Castner having re-enlisted, was placed in command. Charles H. Sofield and Thomas W. Burnett were subsequently captains of this company. The lieutenants were: L. Bartholomew, L. D. Sheppard, John Bennett, E. E. Hubbs, James Laughlin and R. E. Cogan. This regiment was with the Burnside expedition and participated in all its engagements from Roanoke Island to Goldsboro, N. C., March 21, 1865, and made a record of which they may well feel proud. Co. K, 14th Regiment, was the next full company recruited. It was officered by Captain J. J. Janeway, afterwards promoted to major and lieutenant colonel and brevet colonel; Lieuts. John L. Manning, promoted to captain; Henry D. Bookstaver, James Chaffey, L. A. Hoffman and E. D. Mandeville. This regiment was mustered in August 26, 1862, and was commanded by Colonel, afterwards General Truex, and had its first taste of battle at Monocacy, Md. It was afterwards transferred to the Third Division, Sixth

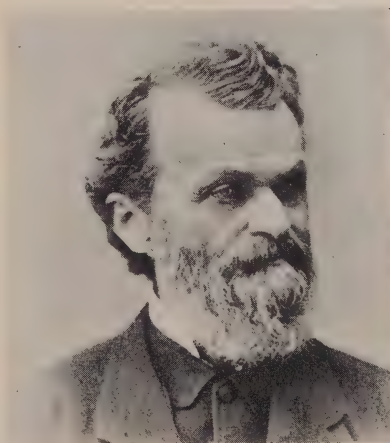


COL. HUGH H. JANEWAY

Killed at the battle of Jetersville, Va., April 5, 1865, at the age of twenty-three



REAR ADMIRAL
CHARLES STEWART BOGGS



COLONEL STEPHEN MOORE

Army Corps, under General John Sedgwick and added fresh lustre to the name of Jersey Blue. Many young men enlisted also in Co. I, of this regiment, and should be credited to New Brunswick.

The next command to take the field was Co. H, First N. J. Cavalry, composed almost wholly of young men from this city. Among its officers were Lieuts. Robert B. Canse and Alexander Stewart, who was killed in action.

Quite a number of our young men were also in Co. L, of this celebrated regiment, which was raised by Lieut. Hugh H. Janeway. This young man, only 19 when he enlisted, rose rapidly to the rank of captain, major, colonel and brevet brigadier general. He was one of the first officers wounded and almost the last to yield up his life in devotion to the Union. He was killed at the battle of Jettersville, Va., April 5, 1865, at the age of twenty-three. His was a fighting regiment and Colonel Janeway was always in the thickest of it.

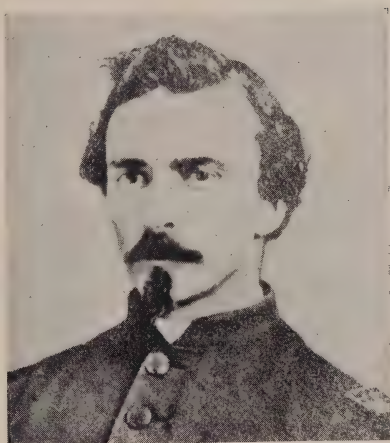
This regiment had a distinguished record of ninety-six battles and skirmishes. It was for some time brigaded with the command of General John B. Mackintosh of New Brunswick. The records of Co. F, 35th Regiment, disclose the names of a number of New Brunswickers. Its captain was Ira C. Carman, Lieuts. A. J. and S. J. Beekman, William H. Ludlow and Edward Kennedy. This regiment was first assigned to the defences of Washington, and afterwards assigned to the 16th and 17th Army Corps; took part in numerous engagements under Sherman, and was in the famous march to the sea, and has an honorable record.

In September, 1862, New Brunswick again responded to the call for troops and a full company was sent to the front. This was Co. D, 28th N. J. Vols.; Capt. William Dunham, and Lieuts. Augustus Hatfield, William J. Cook and John H. Voorhees. In addition to this company quite a number of men enlisted in other companies of this regiment. It was a 9-months regiment and participated in the battles of Fredericksburg and Chancellorsville and acquitted itself with credit.

New Brunswick was also represented in the 35th Regiment with Sherman. New Brunswick was represented in every branch of the service—infantry, cavalry, artillery, the navy, signal corps and in fact in every department of the army and navy, and had, as near as can be ascertained, about 783 men in the service, among them a general, several colonels, and a great number of other commissioned officers in the army. Its most notable contribution to the navy was Charles Stewart Boggs, who chafing in inactivity, and the navy department being unable to give him a command for active service, went to Connecticut, purchased, fitted out, and armed the steamer "Varuna" which



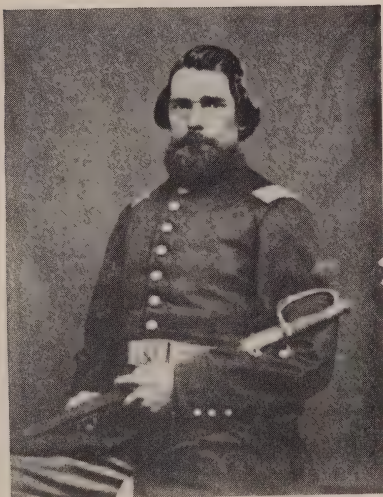
CAPTAIN HENRY C. WERNER



CAPTAIN THOMAS W. BURNETT



CAPTAIN JACOB D. WYCKOFF
Killed at Spottsylvania Court House,
Va., on May 12, 1864



CAPTAIN SAMUEL ROSS

was commissioned and taken by the commodore to New Orleans where he participated in the capture of that city, sunk two of the rebel gunboats and gave them a last broadside with his vessel in a sinking condition.

In recognition of his gallantry in this action Captain Boggs was sent to Washington with dispatches and promoted to the command



CAPTAIN JOHN L. MANNING, CAPTAIN CHARLES A. OLIVER, CAPTAIN JARVIS WANSER. Sitting, CAPTAIN ROBERT BIRCH CANSE

of the "Juniata." The flag of the "Varuna" he sent to his home in New Brunswick. A few weeks after the battle he came to New Brunswick for a short stay. His arrival was greeted with an organized demonstration. It was one of the biggest things of the kind New Jersey had known up to that time.

After his return from the naval battle at the mouth of the Mississippi two swords were presented to the commander of the "Varuna," one by the city of New Brunswick and the other by the State of New

Jersey. It was Captain Boggs who especially designed and fitted up the torpedo boat with which Cushing destroyed the Confederate ram "Albemarle." Later he was promoted to the rank of Rear Admiral.

The following are the names of the Volunteers of the first three companies to leave New Brunswick. The National Rifles were the



COLONEL JACOB J. JANEWAY

first company to leave for the seat of war. They left April 26, 1861, and were to serve three months. They were followed on Thursday, May 23, 1861, by the "Deshler" and "Olden" Guards, who enlisted for three years' service. Upon the expiration of enlistment of the National Rifles most of the men went back into the service and Captain Castner was assigned to command Co. B, 9th Infantry.

COMPANY K, THIRD REGIMENT, FIRST BRIGADE

"National Rifles"

CAPTAIN CORNELIUS W. CASTNER

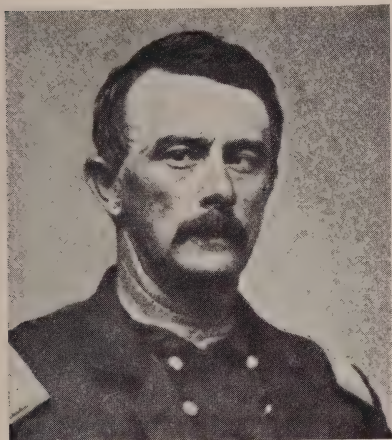
OFFICERS

Cornelius W. Castner.....	Captain
Samuel Ross.....	1st Lieutenant
George M. Stelle.....	2nd Lieutenant
Theodore Abos.....	Orderly Sergeant
Jacob L. Chevalier.....	2nd Sergeant
Charles P. Robinson.....	3rd Sergeant
Bergen Silcox.....	4th Sergeant
George Smith.....	1st Corporal
Dumont Garretson.....	2nd Corporal
Isaac L. Fisher.....	3rd Corporal
David H. Buzzee.....	4th Corporal
John V. Parsell.....	Drummer
James Clifford.....	Fifer

PRIVATES

William Danberry	William F. Furniss	C. R. Garretson
John Oliver	William Hall	Charles Karber
John Hardy	Thomas A. Welch	Dennis D. McCoy
James S. Hubbard	Nathan Jackson	James H. Robinson
James Lawrence	Edward D. Simon	Charles Marks
Cornelius B. Bailey	Ebenezer Hall	Henry Werner
Michael Spain	Frank Phillips	John Zogg
John D. Dunn	Charles Banks	Jaacob Buzzee
David Gilland	Edward Kennedy	William McLauren
James Bogart	Andrew Kanse, Jr.	William Hudson
William H. H. Hardy	Leonard Miller	Mauritz Bauer
Ralph Miller	Alexander Stewart	Morris Lenhart
Ernest Bauer	Isaac Pette	C. V. A. Voorhees
James Buchanan	William H. Wilson	John Bush
Andell Miller	George A. C. King	Theodore Dehart
Henry N. Davis	Josiah P. Fry	Alamanda Cathcart
George Huber	John Davis	David C. Bradford
George W. Hoagland	John Bennet	Henry Senker
Charles Page	John W. Hicks	John Mansfield
Ralph Hoagland	F. Van Deursen	James Hughes
Daniel P. Hardy	George Conover	
D. N. Coddington, Jr.	James L. Fisher	

COMPANY F, FIRST REGIMENT, SECOND BRIGADE

"Deshler Guards"

CAPTAIN ENOS FOURAT
Promoted to Colonel

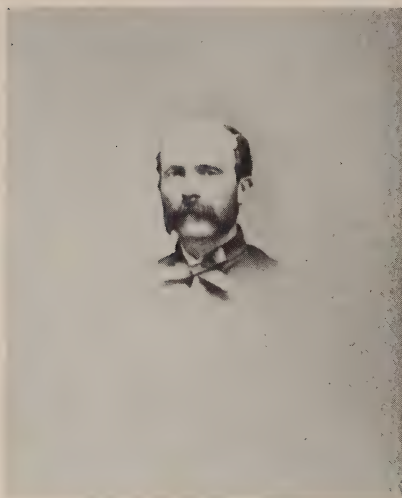
OFFICERS

Enos Fourat	Captain
David Thompson	1st Lieutenant
John H. Voorhees.....	2nd Lieutenant
Isaac L. F. Elkins.....	Orderly Sergeant
Joseph Ryno	2nd Sergeant
James W. Dehart.....	3rd Sergeant
Albert L. Blue	4th Sergeant
George Smith	5th Sergeant
George Taylor	1st Corporal
John H. Crogan	2nd Corporal
Thomas McElhaney	3rd Corporal
Miles Garrigan	4th Corporal
William S. Hughes	5th Corporal
Richard B. Voorhees	6th Corporal
Benjamin L. Moffatt	7th Corporal
Lloyd A. Souville	8th Corporal
Moses H. Royer	Drummer
John H. Hutchinson	Fifer

PRIVATES

Edward M. Britton	Christopher Fleming	Peter McGovern
William Brennan	James Terry	Samuel J. Matlack
Thomas Boyle	Charles Frank	John Morris
Mózes Brablin	Charles Field	John O'Neil
James Burns	Charles Gaisbauer	George H. Osman
Price P. Blake	Jacob Gack	Benajah M. Plum
William H. Breese	Silas Gansey	Henry A. Pixson
Peter Burke	Francis Heward	John D. Page
Ambrose Boice	Bernard Haggerty	Enoch Page
Thomas W. Currie	George W. Hooker	Stephen M. Reed
John B. Cherry	Walter M. Henry	Patrick H. Reams
Abraham R. Churchward	John N. Hazard	Edmund R. Rhodes
Charles S. Chandler	Thomas Hickey	Joseph L. Ryker
Thomas Carroll	Wyckoff V. Hoagland	William A. Stout
Samuel Cook	Thomas Jones	Cornelius W. Struck
Henry P. Christian	David H. Jaques	Edward W. Smith
William Clark	John Klein	James B. Soden
John Carron	Thomas Kemp	George Swan
John T. Davidson	Daniel Kinney	William Van Tillburg
George W. Dunn	John H. Lester	George W. Voorhees
Patrick Dunn	Edwin Lengstaff	Clett R. Wildey
Alexander Dobson	James Lory	Michael Welsh
Henry Dobson	John Levin	Patrick Welsh
John Jacob Euster	John Miller	Thomas Welsh
Daniel Ferguson	Martin McDonald	
Phillip Ferguson	John Martin	

COMPANY G, FIRST REGIMENT, SECOND BRIGADE



CAPTAIN ALEXANDER M. WAY
Promoted to Major

"Olden Guards"

OFFICERS

Alexander M. Way	Captain
Robert Boggs	1st Lieutenant
Jacob D. Wyckoff	2nd Lieutenant
Howard M. Gillman	1st Sergeant
Francis S. Reese	2nd Sergeant
William S. Provost	3rd Sergeant
John S. Bliss	4th Sergeant
George D. Froth	5th Sergeant
Peter J. Duncan	1st Corporal
John McCarl	2nd Corporal
Nicholas W. Messerole ..	3rd Corporal
Nehemiah G. Snow	4th Corporal
Augustus D. Van Liew ..	5th Corporal
Isaac S. Halstead	6th Corporal
Nathaniel H. Van Arsdale ..	7th Corp'l
William F. Danberry	8th Corporal

PRIVATES

John Buckley	Charles Kershaw	Charles Stone
Alexander Buzzee	John S. Kirkpatrick	Mahlon M. Stoge
Daniel Brewster	Harrison Kinsey	Wallace Stubble
Charles C. Bogart	Alexander Kelley	Henry Staats
John Burns	Edward Kelley	William Salls
James S. Cawley	William H. H. Lewis	James J. Snow
Ira C. Carman	William Loyd	John Wilson Turner
Elias B. Campbell	James H. Lilley	Cornelius Vanderbilt
James H. Clark	George D. McClelland	Phillip Van Arsdale
William H. Clayton	Edward Minturn, Jr.	Isaac J. Van Duyne
James H. Dehart	Benjamin D. Minturn	Abram Van Fleet
Jacob S. Dehart	Reuben G. Marsh	George B. Wight
John Dooley	John S. Mott	Robert H. White
George W. Dresser	John Madden	David R. Weaver
Alfred A. English	Charles Muler	Edward Williams
Daniel R. Ferges	George W. Price, Jr.	William H. H. Winter
Patrick D. Gallagher	Edward B. Long	Charles A. Van Dusen
Francis Hughes	William McDowell	Osceola Smith
Daniel C. Hutchinson	George R. Potts	William Henderson
Noah C. Haggerty	Charles H. Potts	Samuel English
Henry L. Hoagland	Theodore F. Phillips	Asa W. Sash
Thomas Holcroft	Charles A. Pettee	George W. Shute
James Habbenstabt	Charles Perdun	John Peacock
William A. Huff	William H. Pohlman	William H. Folmey
George M. Hendrickson	Peter Raushch	David Weaver
William H. Harriott	Austen Roberts	William Meserole
Robert V. Johnson	David Southard	
Frederick Jones	George Seibert	

On Monday, May 13, 1861, the women of New Brunswick met in the Lecture Room of the First Presbyterian Church to form themselves into a regular organization, whose object should be to aid particularly any volunteers who have and should be enlisted in the United States Army. The meeting was well attended, a constitution adopted, and the following officers elected.

President, Mrs. Jacob S. Carpender; vice-president, Mrs. Wilber; treasurer, Mrs. Theodore Frelinghuysen; secretary, Miss Sarah Adrain.

Managers—Mrs. Howard Crosby, Mrs. Charles P. Dayton, Mrs. William Neilson, Mrs. John Vandyke, Mrs. Clarkson Runyon, Miss Eliza Howell, Mrs. Henry Harlow, Miss Kate McClelland, Miss Elizabeth Minturn, Mrs. Spooner, Mrs. Van Rensselaer, Mrs. Swift, Mrs. Silar Hall, Mrs. Lewis Martin, Mrs. Elias Runyon, Mrs. Randolph, Mrs. Bogart, Mrs. Joseph Fisher, Mrs. Johnson Letson, Mrs. Clark, Mrs. Hugh N. Wilson, Mrs. A. D. Newell, Mrs. Garret G. Voorhees, Mrs. George A. Vroom, Mrs. Augustus Stout, Mrs. Clifford Morrough, Miss Sullivan, Mrs. Christopher Meyer, Mrs. Joseph Rusling, Mrs. Klein, Mrs. Jefferies, and Mrs. Brower.

This organization of women was known as "The Soldiers Aid Society" and continued in their good work until May 22, 1865, when it closed up its affairs, made its last report, and disbanded, after a little over four years' labors. The record it made was a noble one, worthy of enduring fame, and an honor to all concerned. Beginning before the smoke had fairly rolled away from the attack upon Fort Sumpter, it continued until after the last army of the Rebellion surrendered. On its first organization large numbers enrolled themselves in its service, but, like many regiments in the field, one after another dropped off in the conflict, without many new recruits filling their places, when, long before the war was half over, but a mere handful remained to carry on the objects of its organization—that of supplying the needs of the suffering among the New Jersey soldiers. The society owed its existence to the persistent and energetic efforts of less than a dozen ladies, who through discouragements and trials known to few, continued in their noble and patriotic work.

Not a month while the Society existed but at least one box of hospital stores and sick room necessities and comforts went on to the relief of the suffering, while in many months several were sent. Not a single article that the Society forwarded but arrived at its destination in good order, and for which its officers received receipts, showing remarkable pains and good judgment in taking care of the benefactions of the benevolent contributors.

The Society collected a large amount of stores of the most useful kinds, and over four thousand dollars in money which was mainly expended for dry goods and made up into garments for hospital use. Not a dollar of the money was expended out of New Brunswick, the managers being practical exemplars of the doctrine of Home Protection.

REPORT OF THE SOLDIERS' AID SOCIETY

From Its Organization in April, 1861, to Its Close, May 22, 1865.

TREASURER'S STATEMENT

Account of monies received and expended by the Soldiers' Aid Society from its organization in April, 1861, to May 22, 1865.

Received from April, 1861, to January, 1862	\$1,508.03
Expended from April, 1861, to January, 1862	1,373.32
Balance, January 1, 1862	\$134.71
Received in 1862	467.04
	\$601.75
Expended in 1862	582.96
Balance January 1, 1863 ..	\$18.79
Received in 1863	1,622.43
	\$1,641.22
Expended in 1863	1,276.59
Balance January 1, 1864	\$364.63
Received in 1864	417.97
	\$782.60
Expended in 1864	761.63
Balance January 1, 1865	\$30.97
Received to May 22, 1865	123.96
	\$154.93
Expended to May 22, 1865	154.93
Total received and expended	\$4,139.43

ELIZABETH MINTURN,

May 26, 1865.

Treasurer Soldiers' Aid Society.

This is how the *Fredonian* describes the news of the surrender of General Lee:

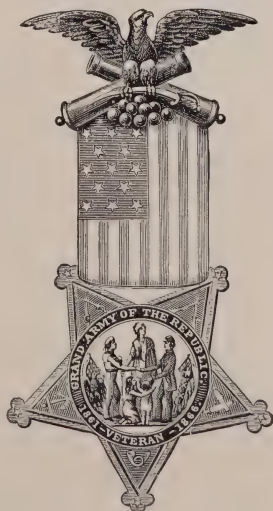
The news of the surrender of General Lee created the most intense excitement in our City today. The news spread like wildfire, and the whole population was informed of the joyful event in a few minutes after its arrival. The church,

factory, hotel and school bells were rung, guns fired, gongs beaten, steam whistles blown, drums and fifes put into operation—in fact, everything that could make a noise set at work. The tin shops threw several hundred fish-horns into the excited crowds, and processions of several hundred men and boys paraded through the city making a most terrible din, and calling all into the streets, notwithstanding a severe rain-storm was prevailing. Several thousand persons were thus gathered into the streets, and with their horn-blowing, bell-ringing, gong-pounding, drum-beating, cheers and singing of patriotic songs, created a scene never before witnessed in this city. Staid, sober and dignified citizens, who would not otherwise have permitted themselves to get excited, were going bareheaded through the rain with tin horns in their mouths blowing as if their very lives were at stake. The stores and places of business were closed up, the college and seminary classes and schools dismissed, factory and work shop operatives discharged for the day, and everybody given up to celebrating the glorious event.

At one P. M., a large number of citizens assembled at Union Hall and organized, with Dr. A. D. Newell in the chair, and Lewis Applegate as secretary. Spirited speeches were made by Rev. Dr. Woodbridge, Rev. Mr. Hughes, William H. Merritt, J. V. N. Schenck, D. C. English, Jr., Marcellus Bogart, E. S. Peck, Messrs. Vroom, Sheldon, Sutphin and others. It was resolved that the citizens be requested to illuminate this evening; that a procession be formed at Union Hall at 7 o'clock; that the Fire Department be invited to join in the procession, etc. Several gentlemen were appointed as a committee of arrangements, and K. T. B. Spader appointed Marshal of the procession. Our time will not permit us to go into further particulars today, especially as we find it difficult to get to press at all amid so much excitement.—*Daily Fredonian*, Monday afternoon, April 10, 1865.

THE GRAND ARMY OF THE REPUBLIC

The first post, Kearny, No. 15, was organized in September, 1868, and continued as such until 1872 when, on account of dissensions, a number of members left and organized a second post named Colonel Hugh H. Janeway, No. 6. In 1877 this post was consolidated with Kearny post and named Kearny-Janeway, No. 15, and remained so until 1882 when a second post was organized and named Robert Boggs, No. 67, after the son of Admiral Boggs. These two posts continued in existence until 1903, when another consolidation was effected and a charter granted to Boggs-Janeway Post, No. 67, which is still in existence.



CELEBRATION OF THE FIFTEENTH AMENDMENT

The celebration of the passage of the Fifteenth Amendment of the Constitution of the United States, by the colored citizens of New Brunswick, and other parts of the state, took place on Thursday, May 26, 1870. The morning, until nearly eleven o'clock, was consumed in busy scenes of preparation for the grand procession, which formed in line on George and Albany streets at about that hour. Visiting companies arrived from Elizabeth and Newark at 8:20 A. M., and were escorted to Greer's Hall where they partook of refreshments, and then marched to Division street where the Grand Marshal and his aids met them and assigned them positions in the line. Visitors from Bound Brook, Somerville and vicinity, Flemington and elsewhere, arrived in stages and carriages about 9 o'clock. The speakers arrived on the 9:10 train from Philadelphia, and were escorted to the residence of Thomas Marsh, on Albany Street, which was handsomely decorated with bunting, as were other residences of colored citizens in the vicinity and other parts of the City.

The procession at 10:40 A. M. precisely, moved down Albany Street in the following order under command of Isaiah Demun, Grand Marshal, with Pernet A. Gregory, Alexander Randolph, George W. Thompson as aids.

The committee in charge were :

Squire Thompson, Chairman, Thomas J. Wright, George Martin, Joseph Carman, John J. Taylor, Wm. Woolsey, Jas. Baker, Simon Shults, Joseph King, Joseph Shults, Chas. Dennis, Jos. H. Hoagland, Thomas Scott, B. F. Hagaman, John Warfield, Jacob Correll.

Grand Marshall—Isaiah Demun. Aids—Pernet A. Gregory, Alexander Randolph, George W. Thompson.

President, Philip Treadwell; vice-president, Thomas March; secretary, Chas. B. Garretson; treasurer, Henry Wyckoff.

Finance Committee—B. F. Stives, Chairman; Philip Treadwell, Pernet A. Gregory, Thos. Marsh, John Wesley Taylor, Theo. Thompson, Geo. W. Thompson, John Martin, Chas. R. Garretson, Wm. Sanderson, Charles E. Dennis.

CENTENNIAL OF THE STATE CHARTER

New Brunswick was incorporated as a city under the State government on September 1, 1784, and in recognition of the centennial of that event a monster celebration was held on September 1, 1884. The committee in charge of the affair was Robert L. Hoagland, chairman; G. S. Van Winkle, secretary; Peter P. Runyon, treasurer; Dr. G. G. Clark, A. M. Way, J. R. Russell, Robert Carson, John N. Carpender, Charles B. Herbert and Mayor William S. Strong. Every detail was taken care of in a manner that caused a just pride in the hearts of the committee in charge.

It was New Brunswick's greatest day. The sky was bright, the streets clean, the arrangements perfect and the progress of the event and the result were gratifying to the utmost limit of sanguine expectation. The morning dawned auspiciously. The bells of every steeple and the boom of fifty guns aroused those who slept, and sounded a call upon every good citizen to arouse and do his best in the name of the city. The response was almost unanimous, and soon the streets were alive with people. The arrival of every train up to midday brought acquisitions in crowds, and at twelve o'clock the aggregate number of residents and visitors was variously estimated to be anywhere from 35,000 to 40,000. At ten o'clock the streets were at many points almost impassable, the people having congregated to witness the marching and countermarching pre-



ROBERT L. HOAGLAND
Chairman of the Centennial and
Soldiers Monument Committees



ALBANY STREET BRIDGE, AND THE RARITAN BOAT CLUB IN 1872. THE LARGE
BOAT IS DR. MORROW'S RACING YACHT

paratory to the formation of the line. Every movement was, however, made without more than the delay usual on such occasions. At 11:40 A. M. the line began to move, the order of the program being observed as follows, under the command of Major A. M. Way as Grand Marshal, with Colonel Enos Fouratt in charge of the First Division composed of the Third Regiment, N. G. N. J.; Colonel E. H. Ropes commanding, and acting as an escort to Governor Abbett and staff. The balance of this division was made up of ten Posts of the G. A. R., numbering 320 men, in charge of J. Newton Terrill, commander of Kearney-Janeway Post.

Then came the secret and fraternal societies with Dr. Clarence M. Slack, marshal of the second division.

The third division was made up of the local firemen and their guests, Chief John Laurence, marshal.

The line contained about 4,000 people and was 55 minutes passing a given point. The display was the finest ever seen in the city. As the line passed up Somerset Street, Prof. L. Bragdon played patriotic and familiar airs on the chimes of St. Peter's Church, and at intervals the boom of the cannon was heard.

After the line had broken ranks, the entertainment of dinner began. At Geological Hall about 300 persons sat down at the tables. At the center of the main table sat Governor Abbett, with Adj. Gen. Stryker on his right. On his left were Chairman R. L. Hoagland, Capt. Simon VanWickle, Hon. John Kean, Mayor Strong and Doctor Mabon, Senators Schenck and Youngblood, members and ex-members of the Assembly, Doctor Demarest, Principal H. B. Pierce, and others were seated in various positions. At the four remaining tables were prominent citizens and visitors. In the evening a patriotic meeting was held in the Opera House, Governor Abbett and Howard McSherry being the speakers of the evening.

The final meeting of the Centennial Committee was held on Wednesday evening, September 17, 1884, in the Common Council chamber. Mr. R. L. Hoagland called the members present to order at 8:15, and the minutes of the previous meeting were read by Secretary G. S. Van Wickle.

Mr. G. S. Van Wickle reported that he had turned over the sum of \$250, donated by the Pennsylvania Railroad Company, to the treasurer.

Mr. P. P. Runyon stated that the receipts had been \$1,570.75, and the disbursements \$1,003.74, leaving a balance on hand of \$567.01.

Mr. J. R. Russell said the committee appointed to consider the proper way to dispose of the balance remaining after paying all bills,

had come to the conclusion that the best means of disposing of the money was to make it a nucleus of a fund to erect a monument to the memory of the soldiers who had gone from this city, and who had died



CIVIL WAR SOLDIERS' MONUMENT

in defence of their country in the Civil War. Dr. G. G. Clark moved the adoption of the report.

Major Way moved that an order be drawn to transfer the amount from the Centennial fund to the Treasurer of the Monumental fund.

Mr. J. N. Carpender moved that the thanks of the committee be ex-

tended to the Pennsylvania Railroad Company for their handsome donation.

Major A. M. Way moved that the three officers of the Centennial Committee, Messrs. Hoagland, Van Wickle and Runyon, appoint six additional members to serve with them on the Monumental Committee and that they be announced in the columns of the daily papers.

After Major Way had moved that the treasurer's report be printed the committee adjourned *sine die*.

This was the first move looking towards the building of a soldiers monument. The project was handled by practically the same committee and it was an effort of no mean proportions to raise the necessary money to erect the shaft. The ceremonies incident to the dedication of the monument was practically a duplication of those of the Centennial and took place in 1893.

Another big celebration was that of the 400th anniversary of the landing of Columbus. This took place on October 21, 1892. Jacob H. Hoagland was chairman of the committee; Captain Joseph Kay, grand marshal. The music of Cortelyou's Band kept the horses of the Grand Marshal and his aides prancing in a fine fashion. With the Marshal were Chief of Staff A. V. Harding, Adjutant George Stott and Aides James E. Fox, D. McCloskey and Charles Donnelly, Sr.

Next came along in excellent unison Company D, Third Regiment, with Lieut. Robert Watson in command.

An open barouche occupied the next place of honor in line, in which were seated Mayor Van Cleef, Jacob H. Hoagland and Robert Hyde, president and secretary respectively of the General Committee, and James Fleming, president of the Board of Aldermen. The latter body came next in a wagonette drawn by four of McDede's spanking horses. James McAvoy rode as the aide of the Grand Army division which looked even better than on Memorial Day.

Following them was a piece of artillery, a heavy brass cannon, the property of the late David Bishop, which was in service in 1776.

The identical old coach which General Washington rode in when his headquarters were in New Brunswick was in line. The coach was the property of Judge Scott, whose grandfather, Dr. Scott, rode in it with Washington. It was used in the New York civic parade the previous week.

The Sons of Veterans presented a good front with Joseph Cahill in command. Then came the civic societies, the schools, the manufactories and the merchants divisions. Nearly every society and school had a float entered.



COMPANY D, THIRD REGIMENT, N. G. N. J., TAKING OATH OF ENLISTMENT AT SEA GIRT, MAY 12, 1898

SPANISH-AMERICAN WAR

When the U. S. S. *Maine* was torpedoed in Havana harbor on February 15, 1898, three New Brunswick boys, Fred Jernee, John Ziegler and William H. Robinson, sailors, met their death. Upon the declaration of war with Spain the Third Regiment N. G. N. J. was called into service.

Company D received orders April 27, 1898, to move to Sea Girt to be mustered into the United States Volunteer service. The company, under Captain Joseph Kay, left New Brunswick with eighty-four men on May 2, and received a tremendous ovation all along the line, and, as part of the Third Regiment, were loudly cheered in passing through Elizabeth. The Company arrived at Sea Girt May 2, at 4 p. m., and at once went into camp with the other troops mobilized there. The company was mustered into the Volunteers on May 12, by Captain Buttler, Third Infantry, U. S. A.

In the disposition of the troop encamped at Sea Girt, the Third Regiment was ordered by the War Department to coast defense. The Second Battalion, of which Company D was a part, was ordered to Spërmaceti Cove on Sandy Hook, the Regiment being reviewed by Governor Voorhees when leaving Sea Girt.

Their duties were to patrol the coast in conjunction with nine government patrol vessels to guard against surprise by the enemy. They left Sea Girt for this purpose on May 25, 1898, and were placed in the department of the East commanded by General Royal T. Frank on July 14. The second Battalion was ordered to Fort Hancock under the command of Lieutenant Colonel Sully McCrea to aid in the defense of New York Harbor. Company D was assigned to Morten Batteries for drill in sea coast defense. The company was ordered to Pompton Lakes, N. J., and left Fort Hancock on August 16, to guard the Lafin Rand powder mills where the other two battalions of the Third Regiment had preceded them on November 11. The Third Regiment moved from Pompton Lakes to Athens, Ga., and were placed in the department of the Gulf.

The Third New Jersey Volunteer Infantry returned from Athens, Ga., at 3:15 o'clock on Monday morning, February 13. They had been on the way nearly thirty-seven hours. They arrived tired, chilled, hungry and not expecting much of a welcome. Striking their tents at

7 a. m., they were obliged to remain three hours exposed to the snow which was then falling.

The cars were unheated and the men had to build and maintain their own fires in the stoves.

The start from Athens was made at 2:10 Saturday afternoon. There were many delays on the road from Athens to Washington, the main cause of which were the snow drifts.

Large crowds thronged the station here to welcome the soldiers home. It was a long wait that they had—an all-night wait, in fact. "The boys" arrived at 3:15 a. m., February 13, 1899. The fire alarm being out of order, signal toots from Johnson & Johnson apprised the whole town of the arrival.

The soldiers were told that a banquet awaited them in Zimmerman's Hall. It had, in fact, been awaiting them since Sunday morning.

A blizzard was well under way at that hour, so the soldiers avoided the drifts and followed the swept trolley tracks down George street to Albany, to Neilson, to Hiram, to the hall on Burnet Street. Here the half-starved men were given all they could eat.

Mayor Nicholas Williamson was present with Aldermen Jaques, Housell and Runyon. The Mayor made a speech in which he told how glad New Brunswick was to welcome back her sons.

There was a grand entertainment at Columbia Hall on Tuesday evening, February 14, 1899, in honor of the returned soldiers and sailors. Mayor Williamson presided. Addresses of welcome were made by Rev. P. T. Pockman, D.D., Hon. James H. Van Cleef, Rev. Dean J. A. O'Grady, and Howard MacSherry.

John P. Wall was general chairman of the general committee on welcoming home New Brunswick soldiers; I. Van Doren Flagg, secretary, and John Lawrence, treasurer. The chairman of the Ladies' Committee was Mrs. F. M. Vickery.

John P. McLaughlin was accidentally killed by a train at Elizabeth, N. J.

The ranking officer from New Brunswick was Major Clarence M. Slack of the Medical Corps. Benjamin D. Burt was chief musician of the Third Regiment.

SPANISH-AMERICAN WAR VETERANS

Elwood Holland Camp, Spanish-American War Veterans, was organized shortly after the return of Company D from service. It was named for Elwood Holland, of New Brunswick, who died in service.



BANKING HOUSE OF THE BANK OF NEW BRUNSWICK
 Corner of Paterson and George Streets. Built in 1814. The building on the right is the old Masonic Hall.

THE BANKS OF NEW BRUNSWICK

The history of the National Bank of New Jersey is practically the history of banking in New Brunswick from the establishment of the first bank, that of the Bank of New Brunswick, December 4, 1807, to, and through its successor, the Farmers' and Mechanics', incorporated February 6, 1834, under a charter expiring in January, 1855, when the Bank of New Jersey was organized to take over and carry on the banking business of the Farmers' and Mechanics'.

While the Bank of New Brunswick was not the first in the State, it was a close second. The Newark Banking and Insurance Company was incorporated February 18, 1804. The Trenton Banking Company, incorporated December 3, 1804, also preceded the Bank of New Brunswick by three years.

There are no minutes of the Bank of New Brunswick to be found, but one fact turned up here and another there gives a good general idea of its career. There was a bank on Queen Street, now Neilson

Street, in 1810, in the brick house next to the corner of the Alley at the foot of Bayard Street. This was the Bank of New Brunswick as there was no other in the city at that date. The capital was fixed by the Act of Incorporation at one hundred thousand dollars and the Act was passed at the request of Andrew Kirkpatrick, Joseph W.



NATIONAL BANK OF NEW JERSEY

Scott, Phineas Carmen, and J. R. Hardenbergh, who became the president, with James Phelan as cashier.

In 1811 the Bank of New Brunswick bought of Stephen Kemble the northerly one hundred feet of the old Barrack lot. This lot began on the north side of the Baptist Church lot, and ran two hundred and eight feet six inches northerly on George and, crossing Paterson Street, was one hundred and fifty-six feet in depth. Paterson Street was opened through this purchase and in 1813 the bank bought thirty-two feet more on the north. Here the bank built a banking house.

A resolution passed in 1816 by six of the eleven directors allowed the borrowers of the bank to pay off their notes with the stock of the

bank and, as this stock was at a discount and so many availed themselves of the permission that \$71,000 of notes were taken up with stock, which materially reduced the capital of the bank. The bank executed a mortgage in 1825 to the Mechanics' Bank of New York on the New Brunswick bank's real estate, to secure a loan of \$11,000. The six directors who were responsible for the exchange of notes for stock were: J. R. Hardenbergh, John Pool, Moses Scott, M.D., John N. Simpson, who became cashier in 1821, Andrew Howell and Samuel Holcomb. The five who protested were: James Schureman, Lewis Dunham, James Richmond, John Dennis and James Neilson. This mortgage and the \$11,000 tided the bank along for awhile, but in 1829 we find the bank in difficulties and a reorganization was seen to be necessary. In 1827 the bank was removed from George Street, to Burnet Street, to the home of A. O. Voorhees, now No. 296; evidently as an effort to get more business from the business center of the town.

On February 14, 1834, the bank suspended, and the receivers, Edward Wood, George Redmond and David W. Vail, took charge.

As a bank, however, the suspension was the end. The mortgage it gave in 1825 was foreclosed in 1838 and the property passed to Thomas Fitch. On May 16, 1838, John DeGraw, Jr., announces that, "having given up the Bell Hotel, he will open the Mansion House in the elegant building formerly occupied by the Bank of New Brunswick." This building was bought by Miss Hannah Hoyt in 1847 for \$5,750 for her Young Ladies' School.

The Bank of New Brunswick's history furnishes a succession of surprises. The map and directory of the city for 1829 locate the bank on Burnet Street, south of Hiram, west side, and just south of an eight-foot alley. This property belonged to Abraham O. Voorhees, son of David and brother of Ira, who later appears as secretary for the receivers; and the deed from David to Ira in 1827 for the next house and lot south of Abraham's recites therein that the brick house next north was "then occupied by the bank." This, at first seems unaccountable, but if we consider the fact that, when the bank bought and built on George Street, it was the only bank in New Brunswick, but almost immediately another, the State Bank, opened on Albany Street, and that the bank building on George Street was practically out in the country, it is not hard to understand why it left its fine bank building and moved back into the business section, where it could compete on a better footing with the opposing bank.

On March 7, 1837, an Act was passed to enable the president and directors last elected to settle the affairs of the bank without com-

pensation, and to replace the receivers; evidently to cut down expenses and save all that could be saved. The expiration of the charter required a supplement to this Act which passed February 26, 1840, and vested the powers of the receivers in the president and the



New Brunswick Savings Institution

directors. On May 22, 1839, the president, James C. Van Dyke, gave notice of a dividend to be paid at the office of the bank "on Albany Street."

The president, Van Dyke, was a son of Frederick and Lydia Van Dyke, and a brother of Dr. Frederick Van Dyke, of Philadelphia. He met a sudden death in Princeton from heart trouble in October, 1843. The death of the president and the removal from the State

of one of the directors seemed to require further authority, so, by supplement, February, 1850, the surviving directors were given power to wind up the affairs of the bank.

While the Bank of New Brunswick suspended February 14, 1834, the Farmers' and Mechanics' Bank was incorporated February 6, 1834. The bank of 1807 was followed without a break by the bank of 1834. This incorporation was to last until January, 1855, and no longer, which accounts for the formation then of a new bank, The Bank of New Jersey.

The men named in the new charter in 1854 were: John Bray, James S. Nevius, Lewis Carmen, Peter N. Pool, Abraham Suydam, Charles Morgan, Littleton Kirkpatrick, David Mercereau, James C. Zabriskie, Andrew Agnew, Miles C. Smith and C. L. Hardenbergh. Hardenbergh was president of the Bank of New Brunswick which this new bank was to succeed.

In 1836 the bank borrowed money of the Bank of the United States in Philadelphia, on notes falling due in three and six months, and when they matured the Philadelphia bank did not care to renew them. Mr. Randolph writes, pleading for an extension, and saying: "The times, as you are aware, are sadly out of joint," but without success.

James F. Randolph, as president, signed the bank's notes or bills until some time in the year 1839, and then Abraham Suydam appears as signing the notes as president. Suydam was murdered on December 3, 1840, by Peter Robinson, and so could not have been president over a year. The bank managed to struggle along until 1842, when Peter Spader, John Van Dyke and David W. Vail, receivers, took charge. Vail died in 1842, and the other two continued to act.

During this receivership continued efforts were being made to set the bank on its feet again, which was finally accomplished through an Act passed February 22, 1849, and two supplements in 1850 and 1854. Under this Act the president *pro tem*, H. H. Schenck called, by advertisement in the *Fredonian* of March 21, 1849, pursuant to the above Act, for an assessment of \$10 per share, to be made before April 25, or the stock would be forfeited. That the call was responded to was shown by an advertisement, May 14, 1850, for an election of eleven directors at Stelle's Hotel. Both notices were signed by H. H. Schenck, president *pro tem*.

The efficiency of the receivers and the Acts for reinstatement can with safety be ascribed to John Van Dyck, an able lawyer, afterward Supreme Court Justice, who secured the necessary legislation at the

time needed, and who stepped from the receivership to the presidency on the death of H. H. Schenck, with M. F. Webb as cashier.

In the *Fredonian* of May, 1850, there are notices by M. F. Webb, cashier, of a call for \$10 a share on the stock to be paid June 17, dated May 8, 1850, to be made at the banking house, showing that it had one. Also a notice by Governor Daniel Haines, authorizing the directors to resume business, reciting that whereas Judge David Fitz Randolph and Abraham D. Titsworth certified, May 14, 1850, that \$50,000 had been paid in on the capital stock, he, therefore, authorized the directors to resume, May 15, 1850. On September 11, of the same year, there was a newspaper article which said: "An unjust effort to discredit the bills of the Farmers' and Mechanics' Bank has been made in New York; the capital of \$50,000 has been paid in; the circulation has never been more than \$25,000 and is at present less than \$16,000. Bills of \$5 and upwards will be redeemed at the Ocean Bank, New York, and small bills by C. Van Duzer of No. 170 Greenwich Street, New York;" and it went on to say that "The Farmers' and Mechanics' Bank is doing a small and we believe safe business, and is abundantly able to meet all its engagements, and is entitled to public confidence."

There are traditions that the bank resumed business in a building on Water Street. This building was, at a later date, known as the Farmers' and Mechanics' Hotel. If this be true its stay there was brief, as it purchased the building at 15 Church Street from the executors of H. H. Schenck, on April 12, 1852, and the deed mentions the fact that it was then occupied by a banking house, so that it was already installed in the building as tenant before the purchase.

That the bank soon became prosperous seems clear. The receivers sold the bank building on Peace Street and Commerce Square in 1843 to D. C. English.

But the approaching expiration of the charter necessitated another move and was met by articles of association entered into, May, 1854, by B. D. Stelle, W. F. Randolph, James Dayton, Benjamin M. Clark, R. M. Honeyman and others, filed with the secretary of State at Trenton, May 5, 1854, under the provisions of an Act "to authorize the business of banking," and the Farmers' and Mechanics' Bank, on June 30, 1854, deeded its banking house in Church Street to the Bank of New Jersey.

An effort to start a competing bank had been begun in 1811, when an Act was introduced to incorporate "The Farmers' Bank of New Brunswick." This was read a second time and also a third time, and

then was finally disagreed to and failed to pass. This effort, though unsuccessful, was taken up again the next year in another form. An Act for the incorporation of State banks generally was passed on January 28, 1812, and under this law the following six banks were incorporated: those of Camden, Trenton, New Brunswick, Elizabeth, Newark and Morristown. The charters were to run 20 years, the par of stock was to be \$50 per share, and half the capital was to be



PEOPLES NATIONAL BANK

reserved for the State. The books in New Brunswick were opened March 2, 1812, with Asa Runyon, 'Squire Martin and H. V. Low, commissioners, to receive subscriptions. The first and second installments of \$5 were payable March 2 and May 12; the third and fourth, also of \$5 each, on August 8 and November 12, were called by J. J. Margerum, cashier, and notice was given that the bank would open for business on July 2, 1812, from 9 to 3, in the building, 39 Albany Street. The bank removed to the corner of Albany and Peace in 1815.

This was known as the State Bank and had a career of prosperity, continuously and almost uniformly, until 1873. The statement of July 7, 1873, signed by G. W. Appleton, cashier, appeared to be all right, but on October 2nd it closed its doors, and announced a \$552,984.44 loss. This turned out to be even more than reported. Twenty-six men subscribed \$695,750 to save the bank of that amount. J. R. Ford and Christopher Meyer subscribed \$225,000 each. Abraham Voorhees

was elected president, and G. R. Conover, cashier; the latter had been cashier twenty years before. At an election of directors the following were elected: Christopher Meyer, Garret Conover, James Bishop, Joseph B. Ford, Joseph Fisher, Peter C. Onderdonk, B. V. Ackerman, Abraham Voorhees, H. L. Janeway, T. B. Booraem, John Waldron, Miles Ross and Frederick Staats. But even this great and generous offer did not save the bank. The loss was even greater than supposed. The Carpet Company's indebtedness proved a loss, as did the Masonic Hall Association loan, and a claim of the Mercantile Bank of New York for \$30,000 turned out to be \$130,000. Confidence was lost, depositors withdrew gradually, the surplus of \$250,000 and the capital of \$250,000 were gone, and on Saturday, March 31, 1877, the bank closed its doors, not to reopen again, and the Court appointed Col. J. W. Newell receiver.

The Bank of New Jersey was chartered June 19, 1854; its first president was John Van Dyke, and its cashier Moses T. Webb, who became president after Mr. Van Dyke resigned in 1859. The vacancy thus created was filled by the appointment of John T. Hill as cashier, in which office he remained only a short time, when Isaac H. Voorhees became his successor. Mr. Webb, on receiving an important commission in the army in September, 1861, was succeeded in the presidency by Garrett G. Voorhees. In February, 1864, John B. Hill became president, and November 22, 1864, the Bank of New Jersey took advantage of the new National Bank Act and was re-incorporated as a national bank, with the title of the National Bank of New Jersey. The act of incorporation was for twenty years, and was renewed in 1884 and 1904.

The First National Bank of New Brunswick, under the presidency of Israel H. Hutchings, which had been organized with a capital stock of \$100,000, was merged in 1870 with the National Bank of New Jersey. Mr. Hill's death occurring in 1874, he was succeeded as president by James Dayton, who died in 1877; his successor was Mahlon Runyon. Mr. Runyon died in 1884, when Lewis T. Howell became president, serving until his death in 1903, when he was succeeded by V. M. W. Suydam, who resigned January, 1908, and Henry G. Parker, who had been cashier since January 1, 1894, was elected president, a position he now fills. The bank remained at the corner of Church and Neilson Streets until 1910, when the present eight-story building on the corner of George and Church Streets was erected. This seemed at the time an ambitious plan, there being one hundred offices to ren in the building, but its success was immediate,

as all rentable space was taken within six months of the completion of the building. The bank shows a continuous existence since the first charter taken in 1807 as the Bank of New Brunswick, which was succeeded by the Farmers' and Mechanics' Bank, and in turn by the Bank of New Jersey, the latter becoming the National Bank of New Jersey.

The New Brunswick Savings Institution was incorporated March 15, 1851, and established its banking house at 17 Albany Street. The first president was Garrett G. Voorhees; secretary and treasurer, Neilson Dunham. The present location is the corner of George and



MIDDLESEX TITLE GUARANTEE AND TRUST COMPANY

Church Streets. The bank has always been conducted in a careful and conservative manner. The deposits range over \$3,000,000, and a handsome surplus has been accumulated. Nicholas G. Rutgers filled the office of president for a number of years and upon his resignation in 1930, was succeeded by William R. Reed.

The Dime Savings Bank was incorporated by an act approved February 7, 1871. It commenced business at 137 George Street, and deposits were received from ten cents upwards, on which interest was allowed from first of each month. The first directors were: Levi D. Jarrard, Lyle Van Nuis, A. V. Schenck, Henry De Hart, Henry K. Howe, Garrett G. Voorhees, Jehiel K. Hoyt, Robert G. Miller, Peter I. Stryker, Uriah De Hart, John V. H. Van Cleef, Henry N. Marsh,

Adrian Vermeule, George C. Ludlow, Amos Robins, Joseph L. Mulford, Jacob E. Stout, Garret Conover, John M. Cornell and Miles Ross. Even with this formidable array of names it failed to be prosperous and finally suspended in 1886, its depositors receiving a dividend of sixteen cents on the dollar.

The Peoples National Bank was organized in March, 1887, and opened for business the following May 16. Its first banking office



CITIZENS NATIONAL BANK

was on the southeast corner of Neilson and Church Streets. The growth of this bank was phenomenal. With a capital stock of \$100,000, it soon accumulated undivided profits, and on June 3, 1895, removed to its present banking building on the corner of George and Church Streets. Its first president was George W. Devoe, who died November 20, 1890, and was succeeded by Benjamin F. Howell, upon whose resignation T. Ely Schank became president.

The New Brunswick Trust Company was chartered in 1902. The company transacts a general banking business, and acts as executor, trustee, guardian, agent for investing personal funds and separate estates. It also acts as trustee under mortgage issued by a municipality or corporation to secure bond issues.

The Middlesex Title Guarantee and Trust Company was organized in 1907, to do a general trust business and especially to examine and guarantee titles to real estate, and has established a thorough system covering Middlesex County. Much of its success is due to the energy and activity of its first president, George A. Viehmann.



The old building of the New Brunswick Savings Institution, corner of Church and George Streets

The Citizens National Bank opened for business at 362 George Street in 1924, and four years later moved into its modern banking house at the corner of George and Bayard Streets. James F. Mitchell is president and William E. Woodruff cashier.

The Liberty Bank was established in 1926, and opened on French Street to give banking facilities to the uptown merchants. Its president is Lewis A. Stryker and cashier Harry W. Edgar.

The First National Bank of Highland Park was organized in 1925 with Alvin Hastings as president. This was the first bank to be organized in Highland Park.



ALBANY STREET BRIDGE AND THE NEW BRUNSWICK BOAT CLUB IN 1908



FIRST ST. PETER'S HOSPITAL

The first hospital in Middlesex County, it stood on the site of the present St. Peter's Hospital at the head of Easton Avenue. It was opened in 1872 and closed in 1874. It was under the supervision of Dr. Clifford T. Morrow. The building was used for a school and later became St. Mary's Orphanage.

HOSPITALS IN NEW BRUNSWICK

The first hospital to be established in Middlesex County stood upon the site of the new St. Peter's Hospital and, curious enough, bore the same name. It was opened in 1872, and closed for the want of financial support in 1874. This institution was under the patronage of St. Peter's Church.

The Middlesex General Hospital is the oldest in Middlesex County, and its inception dates from the year 1884, at which time it was known as the New Brunswick Hospital. A very modest institution, indeed, as shown by the first annual report for the year ending March 1, 1885, wherein its receipts for the year amounted to \$744.07, and that nineteen patients were admitted and received care. In May, 1889, the hospital took possession of a new building on Somerset Street, erected and given by Mrs. Grace Wells, in memory of her husband.

The name was changed to John Wells Memorial Hospital, and many additions to the buildings and improvements to the equipment were made possible by the financial assistance of Mrs. John Wells.

The name was again changed in 1916 to the Middlesex General Hospital. The most skilled physicians, surgeons and nurses and efficient attendants are in constant attendance to patients admitted.



MIDDLESEX GENERAL HOSPITAL

During the intervening years additions to buildings have been made, enlarging departments, providing new ones, increasing of wards, baby nursery, nurses' home and training school, pathological laboratory, the orthopedic clinic, the X-ray department, operating room, etc., and the very best equipment required in the various departments have been installed.

The first donation from Middlesex County was received in 1892, and these donations have been made annually ever since, increasing in size as the scope of the hospital activities has increased.

In March, 1923, responding to an appeal by the directors, the friends of Middlesex General Hospital subscribed \$200,000 for the purpose of building extension, improvements in existing buildings, the

addition of certain departments and to cancel the mortgage on the property.

In 1924 the New Brunswick Lodge, No. 324, of the Benevolent Order of Elks, gave \$10,000 for the construction and equipment of a special clinic for crippled children and general orthopedics, and \$1,000 additional to the general building fund. Much good has been



ST. PETER'S HOSPITAL

accomplished since this clinic has been in operation, and the Elks are most generous in its support of the idea in behalf of crippled children.

The Parker Memorial Home is located at Easton Avenue and Landing Lane and has served the city for years in the care of the aged.

St. Peter's General Hospital was inaugurated in the year 1907. Its years of service count from 1908. The original structure was the Russell Mansion, at the corner of Somerset and Hardenbergh Streets. As the years passed it became necessary to enlarge and rearrange this old mansion several times. A new building for a Nurses' Home was erected and a maternity wing was added.

The notable advances made in medicine and surgery called for the creation of new departments. The buildings, as a result, became overcrowded, a condition which could only be relieved by a new hospital on a new site. These conditions were realized by the Board of Directors of St. Peter's General Hospital, which resulted in the inauguration of the movement for the new hospital which, in turn, resulted in the erection of the new building on upper Easton Avenue which was opened in the spring of 1930. The old building, formerly used, was removed in the same year.

In 1924 the New Brunswick Lodge of Elks gave \$10,000 for a special clinic for crippled children and \$1,000 to the building fund.

The St. Peter's General Hospital is incorporated under the laws of the State of New Jersey. Its Board of Directors is composed of citizens of the highest order, selected from various walks of life, representing all faiths and creeds. This board controls the property of the hospital, and, through a managing director and an executive committee, has general direction of the policy and management. The board also appoints the medical staff, upon the recommendation of the staff.

The actual work of the hospital is under the direction of the Grey Nuns of Montreal, with the Sister Superior in charge.



ST. PETER'S LYCEUM

BUCCLEUCH PARK

It remained for Anthony J. Dey, one of the last of a race of men who made history in Middlesex county and other parts of New Jersey for more than two hundred years, to think kindly and generously of his home city, and to do his part to help to make it a more beautiful and a more wholesome home for the present and future generations of New Brunswick.

Many men find it comparatively easy to plan to part with possessions some time in the distant future, when death will have made it impossible to retain them. Anthony J. Dey did not wait for that time, but was magnificently generous in his lifetime, and showed that he realized the truth of the saying that "it is more blessed to give than to receive."

Buccleuch Park, the city's most beautiful and treasured possession, comprised eighty-eight acres of woodland and fertile farmland at the time it was presented to the city.

The presentation of this park to New Brunswick was a beautiful thought conceived by a man of eighty-four years.

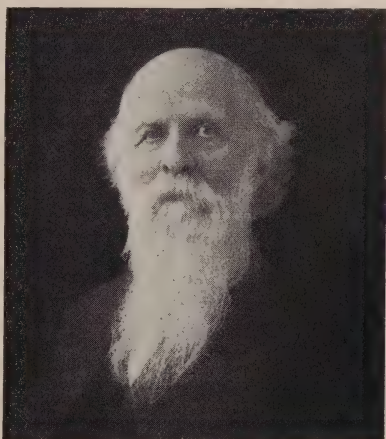
It is said that the suggestion that he give the ground to the city for park purposes was originally made to Mr. Dey by the Rev. Dr. W. W. Knox.

The following is Mr. Dey's letter of gift:

New Brunswick, N. J., November 18, 1911.

To the Mayor and Common Council of the City of New Brunswick:
'Gentlemen—

I have executed and placed in escrow in the hands of the Park Commission, a deed of gift to the City of New Brunswick of my residence known as Buccleuch, to be used by the city in perpetuity for public park, the deed to



ANTHONY J. DEY
Who presented Buccleuch Park to
New Brunswick

be delivered to the city upon due acceptance by the city of the conditions contained in the conveyance by a resolution of the council for that purpose, and the execution of the deed by the Mayor, pursuant to such resolution.

This proposed gift is a memorial to my grandfather, the late Col. Joseph Warren Scott. He became the owner of the property nearly 100 years ago and named it Buccleuch.

If accepted, I trust the park will prove a blessing to the city of his birth and lifelong residence—a benefaction to the old as well as the young—a resting place for the weary, a life giving, healthy resort for all.

Respectfully yours,

ANTHONY DEY.

Later the Finance Committee submitted a resolution embodying the above letter and making the following provisions:

Whereas, The deed therein mentioned has been presented and read to the Common Council, and being grateful to the donor and willing to accept the gift upon the conditions therein contained,

Now therefore, be it resolved, That the city do accept the said gift and the said deed for the purpose and upon the conditions therein contained, and

Further be it resolved, That the Mayor be authorized to affix the seal of the city thereto, and sign the deed and that the clerk attest the same.

This was done and the city became the owner of its finest recreation center. The mansion is under the care of Jersey Blue Chapter, D.A.R.



BUCCLEUCH MANSION, BUILT BY ANTHONY WHITE, 1739-40



ALBANY STREET FROM THE RAILROAD



MAJOR GENERAL WILLIAM WEIGEL

THE WORLD WAR

On April 2, 1917, President Wilson appeared before Congress and advised a declaration of war against Germany. Acting upon this advice the Senate, on April 4, and the House of Representatives on April 6, each by an overwhelming vote, passed a resolution declaring that a state of war existed between the Imperial German Government and the United States. President Wilson signed the resolution on the same day and thereupon immediately issued a proclamation heralding the news to the people.

Therefore, on April 6, 1917, when the declaration of war came, the people scarcely comprehended the gravity of the situation. Nobody believed, even then, that our boys would be sent to the battlefields of Europe. But in six weeks from the day that war was declared, President Wilson signed the draft act. The situation began to grow serious. The stern hand of discipline had appeared and the people saw that the government was in earnest.



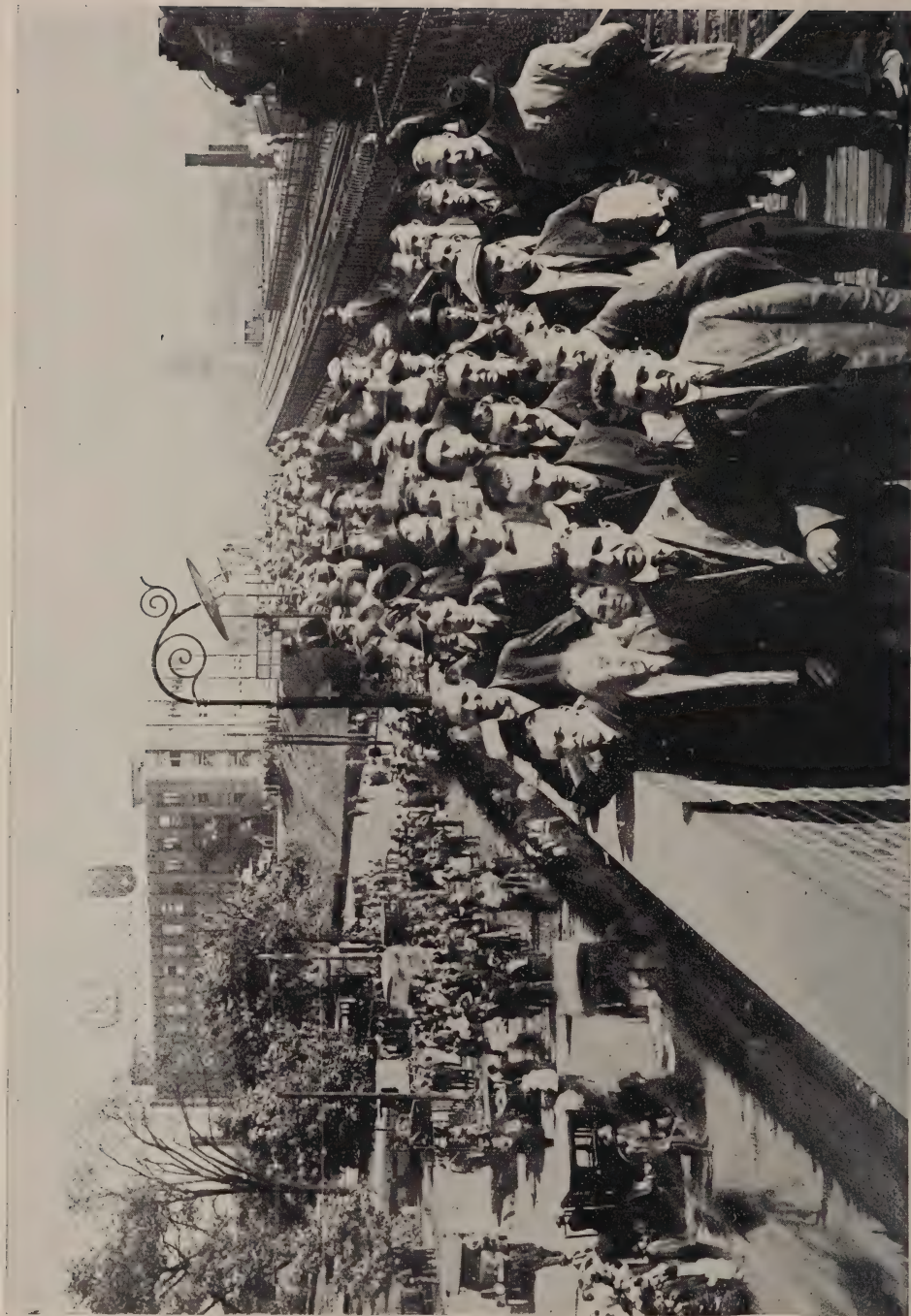
BRIGADIER GENERAL JOSEPH C. CASTNER

The registrations and drafting of men commenced. The National colors were flowing full to the breeze, there to remain until they were crowned by victory.

While all this was taking place in the Nation, Mayor Farrington and his band of faithful advisers, were hard at work making every preparation for the protection of New Brunswick and its citizens.

On April 2, a proclamation was issued by Mayor Farrington on account of the critical international crisis, assuring the foreign-born residents every protection as long as they remained loyal. The proclamation was printed in six different languages, English, German, Hungarian, Polish, Italian and Greek.

On March 28, 1917, the War Department ordered the mobilizing of the National Guard for police duty. Company H was notified that



SCENE AT THE DEPOT ON THE DEPARTURE OF A QUOTA OF NEW BRUNSWICK BOYS, SEPTEMBER 27, 1917
This is typical of the demonstrations that took place time and again as the boys went away

afternoon at 2 o'clock and were placed under arms. Later the members were examined and those that passed were, on March 31, mustered into the Federal service.

The night of February 3 there came the forerunner of the actual declaration of war in the shape of a telegram from the War Department notifying the adjutants general of the states to take steps to insure the safety of armories, arsenals and store houses within their military jurisdiction. The notification found the New Jersey National



BIDDING GODSPEED AND GOOD LUCK TO THE BOYS UPON THEIR DEPARTURE
FOR TRAINING CAMP

Guard ready, its mobilization plans all prepared and the men awaiting only the order calling them out.

On Tuesday, April 6, 1917, amid the cheers of a multitude that completely filled the station platform, Company H of the Second Regiment of New Jersey, departed on the 1:14 train over the Pennsylvania Railroad for Trenton, and thence to Camden where they were detailed to points to be guarded. The company was made up of 68 men under the command of Captain J. Bayard Kirkpatrick.

Great crowds assembled at the railroad plaza and wished the boys the best of luck. When the train was about to pull out, wives were embraced in their husbands' arms. To some anxious hearts there came the fear that sons and husbands were already starting off for France.



COMPANY H, FIFTH REGIMENT, NATIONAL GUARD OF NEW JERSEY, ENCAMPED AT BUCCLEUCH PARK

Later this camp was taken over by a Company of the 15th Colored Regiment of New York. This ground was also a Camp for both the American and British army during the Revolution.

Thus war was brought to the city's doors. It had seemed such a far-off thing—thousands of miles away; something associated with strange foreign names like Bapaume and Przemysl.

But here it was Good Friday, the same day that war was formally declared on Germany, that the bitterness of war was brought right to our midst. Here it was with young men in khaki and loaded rifles



RUTGERS UNIVERSITY RESERVE OFFICERS ON A HIKE. THE COLLEGE WAS AN ARMY TRAINING CAMP DURING THE WAR

parading the streets to the railroad station to be detailed to active work. Face to face with these facts, New Brunswickers to whom war had been so far off and apparently so impossible, began seriously to look into the future.

During the entire period of the war there was not the least sign of disloyalty shown by any of the inhabitants of New Brunswick. At the same time no chance was taken. The Home Defense League was formed. The water plant, the bridges, factories and public buildings were put under guard. The United States Secret Service had a central office located in the Post Office under the direction of the Navy,



CAPTAIN CHARLES H. REED OF NEW BRUNSWICK, AT THE HEAD OF COMPANY M,
311 INFANTRY, 78TH DIVISION

This picture was taken as an official photograph by the United States, and used
by General Pershing in his article in *The Saturday Evening Post* on the A.E.F.
in France

and what they did not know about the citizens of this vicinity did not amount to much.

Spies and rumors of spies, bomb plots and anti-American propaganda had a real meaning for the Pennsylvania Railroad Company and one of the points most carefully watched was its great bridge across the Raritan River between New Brunswick and Highland Park.

The first real sign of the threatening war was the placing of guards and the building of guard houses at each end of the bridge, on the tow path and on the bridge proper. The honor of being the real pioneers in the actual protection of the city fell to these guards who went on duty early in March, 1917. They were relieved April 3, by a detail of thirty-five men from Company H, Fifth Regiment N. G., N. J., from Orange, N. J. They were encamped at Buccleuch Park. They were later replaced by a detachment from the 15th colored regiment of New York. When these men were called into active service the railroad company took over the guarding of its whole system.

As soon as the United States declared war upon Germany, it took over the Radio Station on Easton Avenue, and placed it under the direction of the Navy. On April 7, 1917, a detachment of marines were put on guard and remained until May, 1920.

Late in October, 1917, the Washington key which actuated the great wireless station in New Brunswick, N. J., clicked off

This translated from the telegraph code into the alphabet reads:

P—O—Z—DE—N—F—F

And then in quick succession :

“POZ—POZ—POZ—de—NFF—NFF—NFF”

This fairly electrified the men in the station :

"Washington is calling Germany direct"—Something extraordinary!

“POZ” was the call for the Nauen Station on the outskirts of Berlin, and “de NFF” meant “From New Brunswick, U. S. A.” Thus all diplomatic precedents had been shattered by direct communication between two nations at war. Shortly the message came from Nauen that they were in receipt of the call.

Then followed the historic note of President Wilson demanding the abdication of the Kaiser, stating that the American Government would not negotiate with any but the German people direct. So, from the very beginning the negotiations leading up to the armistice were conducted through the New Brunswick, N. J., Naval Radio Station.



SOME OF THE 307TH FIELD ARTILLERY AFTER BEING OVERSEAS



CAPTAIN SMITH, LIEUT. RALPH SOLOMON, LIEUT. JOSEPH MCGOVERN, SERGEANT MEIROSE AND LIEUT. FRANK ATKINSON AT THE HEAD OF THE SERVICE MEN

Every day New Brunswick communicated with San Francisco and San Diego, Calif., with Admiral Sims' flagship in British waters; also with Paris, Rome and Wales. Secretary Daniels "spoke" to President Wilson through the New Brunswick station while on board the George Washington in the middle of the Atlantic Ocean.

The wireless telegraph of the "George Washington" received New Brunswick messages continually and kept President Wilson informed of world and home events while on the high seas. That was when radio was in its infancy.

A farewell reception was given to Company H and the men of the National Army on September 14, 1917.

Both the Public Service and the Pennsylvania Railroad officials refused to transport the boys of Company H, at no expense to the committee, from Trenton to New Brunswick, for this farewell, even though the Public Utility Commission had granted them a permit to do so. It was thought that either of these corporations were patriotic enough to waive the small expense attached, but they even refused to consider the request of the local committee. As a result, the committee had to charter a special car on the Pennsylvania Railroad to convey the boys to New Brunswick, at an expense of \$177.50.

The people learned to give during the war and large sums were raised in "quiet" campaigns. For instance, at the beginning of the war \$16,400.00 was raised at a meeting held at the residence of Mr. Sydney B. Carpender, ex-President Taft being the speaker of the evening. This was for the National War Work Council of the Y. M. C. A.

New Brunswick in a little more than two years, contributed \$413,240.80 to war relief and war relief campaigns. This only includes contributions for organized campaigns conducted in the city. Of course, the Liberty Loan drives and the War Saving Stamp sales—being investments—are not considered, although to many it was a sacrifice to subscribe as heavily as they did for the Government bonds.

In the earlier campaigns it was no small task to collect money. As the war progressed the people gave to all drives without a question. The hardest drive was the first Red Cross, and the one that the people gave up to the easiest was the second Red Cross. This appeal came at a crucial time—in May, 1918—when soldiers were being rushed to France at the rate of hundreds of thousands a month. The Germans appeared stronger than ever. Just as the Red Cross campaign opened the Seventy-eighth Division left Camp Dix and brought the war home to New Brunswick. Never before was there a more generous response with contributions.



ENSIGNS WILLIAM CARPENDER AND JOHN A. CONGER AT THE HEAD OF THE
SAILOR BOYS



WHEN THE BOYS CAME MARCHING HOME

The largest campaign was the United War Work in which \$114,-169.29 was subscribed. The city over subscribed its quota in every drive.

The average number of subscribers to each of the campaigns was about 10,000, and as more than \$400,000 was collected for the war drives it shows an average of more than \$40 given by each subscriber, or placing the war population of the city at 40,000, it means that every man, woman and child gave up about \$10, a record to be proud of.

Of the hundreds of men who went to war from New Brunswick not one lost an arm or leg. The most seriously injured was Captain William J. Condon, wounded in action less than three hundred yards from the German trenches while giving surgical aid to the wounded. Captain Charles H. Reed and Private William Manley sustained severe wounds in the body and legs. In the Navy, William V. Kibbie lost an eye at target practice in England. A number of others were wounded or gassed but not so severely as to cause a permanent disability. Charles Henry was the first New Brunswick man killed in France.

Lieutenant Commander Arthur S. Carpender commanded the *Fanning* when she captured the German submarine U-58 off the coast of Queenstown and took four officers and thirty-five men prisoner, the first to be taken by the United States navy. For this action Carpender was recommended by the British Admiralty for the D. S. O., which was subsequently conferred upon him by the King at a private audience at Buckingham Palace. Later he was granted the D. S. C. by Congress.

Samuel Harry Chovenson, of Millville, N. J., a freshman at Rutgers University, was "tarred and feathered" on April 23, 1918, by a group of patriotic college men. In place of the much used tar, a gallon of good old New England molasses was poured over the young man's anatomy, which was then sprinkled with the "stuffings" of two pillows from a nearby room.

By unanimous vote of the City Commisison on May 21, 1918, City Attorney Hagerty was instructed to prepare a resolution prohibiting the further sale of German language newspapers, magazines or periodicals within the confines of New Brunswick.

On account of the scarcity of coal practically all the industrial machinery of New Brunswick halted at midnight Thursday, January 18, 1918, in compliance with Fuel Administrator Garfield's order shutting down for four days all industries with few exceptions, and remained motionless until the following Wednesday morning.

The one exception made in this city was the Wright-Martin Aircraft Company, which engaged in the manufacture of aircraft engines for the government.

All business, except that of war, with a few exceptions, was suspended for ten Mondays commencing January 20, 1918. The object was to conserve fuel, as the coal situation was very serious. These days became known as "Heatless Mondays." The street lights were not turned on until nine o'clock, and then were only sixty per cent lighted.

No window lights were allowed in the stores and on Saturday night all window lights were turned off at 10 o'clock. No outside illuminations were allowed.

Beginning on February 1, 1918, and extending for a period of six months, 70 per cent less wheat flour came into New Brunswick than during the corresponding period of the previous year.

In order to cut down the consumption of wheat flour, dealers could not sell wheat flour to anyone without a corresponding quantity of wheat flour substitutes. These wheat substitutes were hominy, corn grits, corn meal, corn flour, edible corn starch, barley flour, rolled oats, oatmeal, rice, rice flour, buckwheat flour, potato flour, sweet potato flour, soya bean flour, feteria flour and meals.

Dealers had to distribute their stock of flour equitably among their customers. Every customer to receive a fair share of the flour and no hoarding permitted. To prevent hoarding, dealers could not sell in quantities of more than $24\frac{1}{2}$ pounds or 49 pounds.

Those living in rural communities or the country, not handy to dealers, could buy flour in 49 pounds or 98 pounds quantities, but had to buy a like quantity of wheat substitutes.

Several of the bakeries of New Brunswick were closed and fined for using more wheat in their bread than the law allowed. To get sugar it was necessary to have a card from a merchant, and the amount allowed each person a week was one-half pound. The head of each home had to sign a blank and declare upon honor the amount of sugar on hand. Two pounds was all that was allowed to be sold to a customer, and at times it was not possible to get this.

The United States Food Administration had absolute control of the situation, through a licensing system, and had the power to put out of business those dealers who did not live up to its regulations.

The work of the local draft board forms an important part in the war history of New Brunswick and to ex-Judge J. Kearney Rice, chairman; Elmer E. Connolly, secretary, and Dr. E. I. Cronk, medical

officer, belong much credit for the success achieved in the operation of the draft in this city.

Dr. Cronk threw open his offices on Livingston Avenue and within a few days after their appointment the members of the draft board were in readiness to put into operation the draft machinery. Elmer Dunham was pressed into service as chief clerk of the board and was assisted by Miss Helen White, clerk of the health department.



SOLDIERS' WELFARE AND FAREWELL COMMITTEE
Left to right—F. M. Yorston, John J. Morrison,
John P. Wall, and Mayor Farrington

The first actual draft took place here when a small contingent of men was sent to Camp Dix on the afternoon of September 5, 1917, at 2:24 o'clock. There was neither the blare of horn or trumpet to signal their approach or departure. A large number of friends of the men were on hand, however, to bid them a last farewell.

The boys assembled at the office of the Exemption Board, 57 Livingston Avenue, at 1:30 o'clock, and following the roll call, which was made at 2 o'clock, they marched to the Pennsylvania Railroad station. There they met their friends and relatives who had gathered to bid them godspeed. It was but a short wait before the special train bearing other drafted men rolled into the station, the local boys boarding amid the cheering of the crowd.

The impressiveness of that roll call will never be forgotten. The twenty-two young men summoned before the board responded to the roll call with one exception. Although but five men were selected, the entire group expressed a willingness to leave for the training camp. These five men were the forerunners of nine hundred and eleven more who followed in quick succession as New Brunswick's representation in the National Army, the majority of whom were attached to the 78th Division in France.

The draft law became effective May 18, 1917, and its enactment was followed immediately by the issuance of a proclamation by President Wilson, setting aside June 5, of that year, as the registration day for all male inhabitants of the country, between the ages of 21 and 30, inclusive.

The second great national registration day for youths who had arrived at their twenty-first birthday since June 5, 1917, took place on June 5, 1918. When this registration took place the eligible list of the local board was practically exhausted.

Finally the man-power law was enacted, requiring the registration of all males between the ages of 18 and 45 years, inclusive. This registration took place September 12, 1918. Before any of these men were called into service hostilities ceased with the signing of the armistice on November 11, 1918. Calls for selectives had been issued, but were withdrawn when it became apparent that Germany was really ready to quit.

The statistics compiled by the local board of the registration of June 5, 1917, and the draft following are of interest. The report was made up for the Provost General's office and shows the following facts: Called for examination, 2,701; men who failed to appear when called, 240; men called but had previously enlisted, 71; accepted on physical examination, 1,451; rejected on physical examination, 809; certified to District Board, 474; men who failed to report at Camp when ordered, 33; rejected at camp, 1; claims filed, 1,196; claims allowed, 1,095; claims disallowed, 101; men discharged by District Board on appeal, 12; men discharged by District Board on industrial claims, 51.

In comparing the married and single men in the draft, the following figures were submitted:

Married men registered but not called, 721; single men, 736; married men called but not accepted, 1,157; single men, 920; married men called and accepted, 107; single men, 516; total registration of married men, 1,985; single men, 2,172; total number of married men called, 1,264; single men, 1,436.

The following figures show the number of aliens and citizens affected by the first draft:

Total number of native citizens, 690; total number of naturalized citizens, 73; aliens, 574; alien declarants, 120; total number of native citizens called but not accepted, 1,034; number accepted, 310; total number of naturalized citizens called but not accepted, 104; number accepted, 25; number of aliens called but not accepted, 751; accepted, 249; number of alien declarants not accepted, 188; accepted, 39.



FIRST MEN CALLED TO BE EXAMINED FOR THE NATIONAL ARMY ON THE STEPS LEADING TO THE OFFICE OF THE EXEMPTION BOARD

The total registered native citizens in the first draft was 2,034; number of naturalized citizens, 202; number of aliens, 1,574; alien declarants, 347.

Registration day, June 5, 1918, for young men reaching 21 years of age since June 5, 1917, added the names of 256 youths to the list of draft registrants of New Brunswick. The official report as published in the second annual report of the Provost General gives the total registration for the draft as 5,176, while the local registry returns show 4,298 registrants. The only way that this difference in

the total can be accounted for is that the registrants left the city before they were checked up by the local board.

Registration of all men not enrolled in previous drafts between the ages of 18 and 45 years was accomplished on September 12, 1918. Of the 5,435 men registered, 2,574 were native-born citizens; 573 naturalized citizens, and 133 citizens by father's naturalization before registrant's majority, making a grand total of 3,280.



LIEUT. COM. ARTHUR CARPENDER
Captured the first Germans on the ocean

Of the men registered, 766 had taken out their first papers, while 1,389 were non-declarant aliens, making a total of 2,155 who were not citizens of the United States between the ages of 18 and 45 years. 5,204 men who registered were whites, while 216 were negroes. Fifteen chinamen registered.

It is interesting to note the ages of the men who registered. A total of 45 men were registered who neglected to register in the draft of 1917. The table on ages follows:

Eighteen years, 303; nineteen, 273; twenty, 317; twenty-one, 19; twenty-two, 4; twenty-three, 3; twenty-four, 4; twenty-five, 5;

twenty-six, 6; twenty-seven, 5; twenty-eight, 1; twenty-nine, 5; thirty, 5; thirty-one, 7; thirty-two, 254; thirty-three, 446; thirty-four, 443; thirty-five, 373; thirty-six, 366; thirty-seven, 355; thirty-eight, 344; thirty-nine, 306; forty, 305; forty-one, 248; forty-two, 290; forty-three, 247; forty-four, 230; forty-five, 271.

There were 578 non-declarant Austrians and Hungarians who had not taken out their papers, as against 338 who had.

The list of declarants and non-declarants follows: Belgium, 1 declarant and 2 non-declarants; England, 41 declarants and 18 non-declarants; Ireland, 21 declarants and 6 non-declarants; Scotland, 5 declarants and 1 non-declarant; Canada, 6 declarants and 6 non-declarants; Jamaica, 2 declarants; other British possessions, 1 non-declarant, making a total of 76 British subjects who had declared themselves and 34 who had not.

France, 17 declarants, 12 non-declarants; Italy, 118 declarants and 184 non-declarants; Portugal, 3 non-declarants; Russia, 115 declarants, 143 non-declarants; Serbia, 3 declarants, 2 non-declarants; China, 1 declarant and 12 non-declarants; Japan, 1 non-declarant; Denmark, 2 declarants, 1 non-declarant; Netherlands, 5 declarants, 4 non-declarants; Norway, 3 declarants; Roumania, 5 declarants; Spain, 2 declarants, 73 non-declarants; Sweden, 8 declarants, 2 non-declarants; Switzerland, 3 non-declarants; Mexico, 2 non-declarants; Central and South America, 2 non-declarants; Greece, 23 declarants, 169 non-declarants; sundry, 9 non-declarants; Austria-Hungary, 338 declarants, 578 non-declarants; Bulgaria, 2 declarants; Turkey, 18 declarants, 134 non-declarants; Germany, 31 declarants, 15 non-declarants.

SUMMARY OF MEN IN SERVICE

COMMISSIONED MEN		SPECIAL WORK	
Army:		Red Cross Commissioner.....	1
Major-General	1	Red Cross Nurses	14
Brigadier-General	1	K. of C. Secretaries	2
Chaplain	1	Y. M. C. A. Secretaries.....	2
Captains	19	Librarian	1
First Lieutenants	29		—
Second Lieutenants	42	Total	20
		Drafted Men	911
Navy:		Enlisted Men	834
Lieutenant Commanders ..	4		—
Lieutenants	3	Total	1745
Ensigns	8		—
Total	108	Total number in Service.....	1873
		Died in the Service	74



CAMP RARITAN, NEW JERSEY
At times over 8,000 men were encamped here.



CROWD AT CORNER OF ALBANY AND GEORGE STREETS ON DAY ARMISTICE WAS SIGNED

From the moment on November 7, 1918, that the unofficial news was flashed that Germany had capitulated until the early hours of the next morning, New Brunswick witnessed a spectacle which even Barnum, in all the glory of his trick vocabulary, would be at a loss to describe. To call it a mere spectacle would be a grave injustice to an event which thrilled 35,000 people to the highest pitch of enthusiasm and hysteria—simply, New Brunswick went mad. It is a safe venture to predict that the glowing history of New Brunswick will never record a like experience.

It was a case of sheer hilarity, hysteria, pandemonium, all the way down the line.

It was just five minutes to two in the afternoon when the disturbance began. Factories and churches, informed that the armistice had been signed, let loose their sirens and tolled their bells. Automobiles honked, a special feature being to back-fire every now and then. And then the crowds appeared. From every conceivable place, hatless and coatless throngs surged into the streets. Staid old gentlemen forgot their dignity for the moment and yelled like lusty youngsters. Flags of all the allied nations appeared instantaneously on all sides. The mob surged everywhere, with no definite direction in view—simply to let loose after four years of intense strain.

For the moment everyone was dazed, and people in the street stood still until some sudden movement galvanized everyone into action. Movement was necessary and spontaneous. Nobody considered what he was doing. The staid folks found themselves on the tops of crowded taxis, blowing squeakers and holding on with an arm around the neck of a complete and, in normal times, highly undesirable stranger.

There was no organized or official rejoicing, just a spontaneous popular outburst. There were no bands but the tin-can and comb kind, no processions but the informal groups.

What did it matter that there was no music? What did anything matter? Anyway you could not have heard the music for the singing and the cheering.

What if later on the people in the cafes did take to the table-tops and from this point of vantage sing and dance and harangue the multitude? Who had a better right? Never were so many speeches made and so few listened to. The crowd had other things to do; it could make its own speeches and did, too, whenever the spirit moved.

It is impossible to give a complete description of what happened. Suffice it to say that all the superlatives with which the English lan-



MAJOR GENERAL WILLIAM WEIGEL AND STAFF AT WELCOME HOME CELEBRATION, JUNE 28, 1919

guage is so richly endowed would hardly express, with any degree of exactness, the event.

There was a mob, pandemonium and fervor. A concoction of these three elements, suitably mixed, might result in something to compare favorably with what happened. What an event!

The report had hardly reached the New Brunswick High School students when they met in the auditorium of the school, and, after holding short exercises, were dismissed for the day. The excited schoolboys and girls marched out into the street to merge with the wild throngs crowding the thoroughfares.

Auto trucks began to make their appearance. Crowded to the tailboard with frantic employes, who had hastily left their work to join in the celebration, the trucks coursed down one street into another without purpose or direction, moved simply by their occupants' desire to let out. All this while chimes rang out from church belfries, sirens shrieked and automobile horns snorted.

An improvised parade began, somehow, somewhere. All propelled by the same urge, moved in the same direction. The parade managed to get some semblance of order and direction, finally, on George Street. Rutgers University men, attired in their S. A. T. C. uniforms, Wright-Martin employes, High School students, India Rubber Company trucks, negro organizations, ordinary individuals, Prep students, Boy Scouts, autos, everything and everybody, marched shoulder to shoulder, side by side. And the crowds cheered. Strangers greeted each other with perfect familiarity.

A myriad of flags appeared. Unearthed from cellars, garrets, and every other possible hiding place, they flooded the streets.

The din kept on without abatement. Noise, noise and more noise. Stores shut their doors and factories joined in the jubilee.

Bands, created on the spur of the moment, let out their discordant music. Tin discs were apologies for cymbals. Cans were used for bass drums.

The crest of the afternoon celebration was reached about three o'clock. Officials forgot their dignified positions and yelled like schoolboys. The first wave of enthusiasm abated somewhat as the afternoon wore on. The crowds dispersed gradually, tired by the physical exertion.

Then officialdom became busy. Mayor Farrington made public announcement that a huge parade would be held from Livingston Avenue at 7:30 in the evening.

The bustle and the expectancy kept up without a stop. Horns kept trumpeting. The noise kept up without abatement.



A PART OF NEW BRUNSWICK'S NAVAL CONTINGENT WHO TOOK PART IN WELCOME HOME PARADE

And so the hours went by and when six o'clock had come, the crowds swarmed in the direction of Livingston Avenue, the scene of the huge parade. It seemed as though late information to the effect that the armistice had not yet been officially confirmed, made no impression on the ardor of the crowd. It was intent upon celebrating, and it did. The parade will live in the annals of New Brunswick for all time.

But although the streets were crowded, the churches were crowded too, and if the benches could speak, they would tell of men and women who rushed in with their trumpets and squeakers in their hands, to offer up a prayer for a loved one who would never return, dried floods of bitter tears on their crumpled flags, and then went bravely out to cheer for the sake of others.

Many folks looking back to that wild day will find themselves wondering at the unaccountable things they remember doing.

Official news of the signing of the armistice was heralded into town at 2:05 o'clock on the morning of November 11, 1918. It seemed as though all the pent-up energy of four years had not been exhausted by the premature peace celebration on November 7. Not content with these outbursts of delirious joy, New Brunswick decided to have a parade to celebrate the great event. And it did.

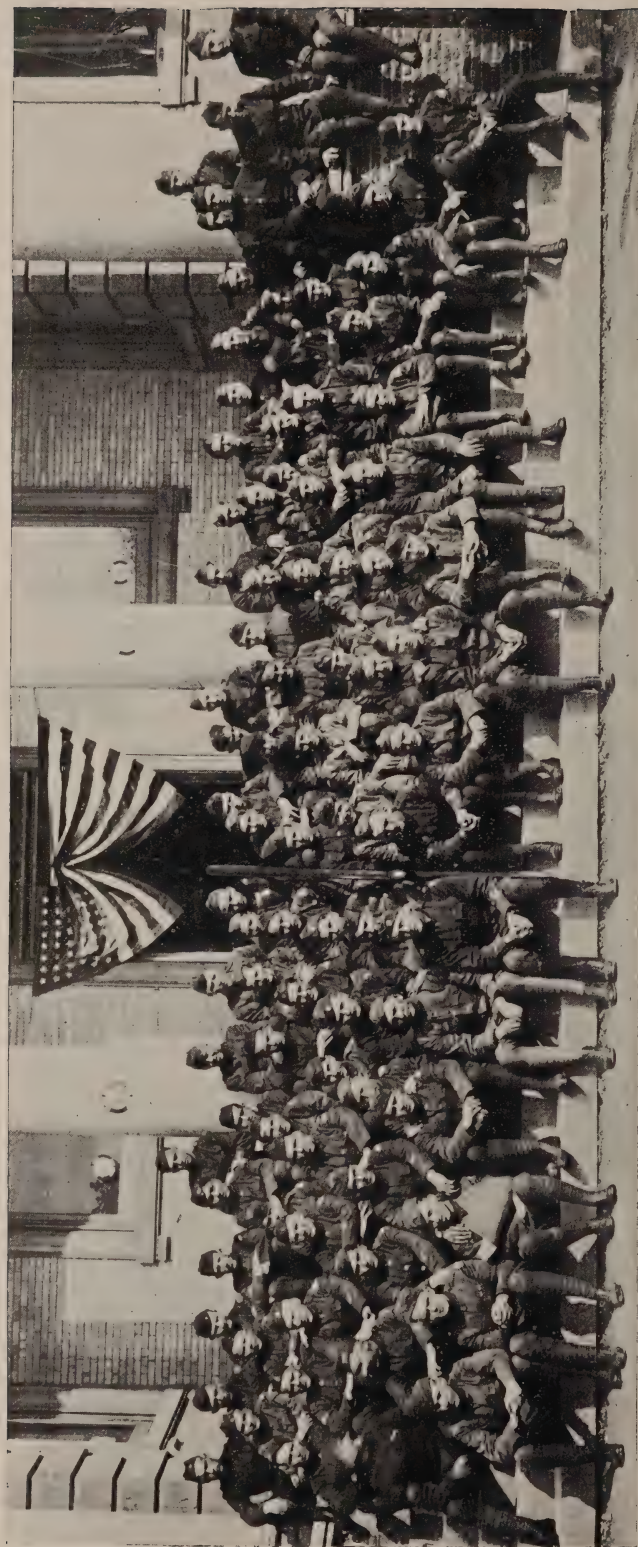
Every dump heap in town was raked for old boilers and tin cans which were used in making the terrible din. The sirens of the fire department were at their discordant best. Rattles, after early hours in the morning, could not be procured at any price. Everything was enlisted to make the day the most memorable in the history of New Brunswick.

Several incidents in connection with the parade served to bring bursts of laughter from the enthusiastic audience. Funeral cars, donated by Undertakers Harding and Quackenboss, carried the flaring announcements "Here Lies Wilhelm," "The Crown Prince," "Ludendorff" and "Here Lies Von Hindenburg." The throngs shouted their approval when the funeral cars hove into sight.

The Kaiser must have been remarkably meek in his last moments of power, to judge from the goat purporting to be his, which was mounted high on an automobile in line. Considerable laughter was evoked at the sign, "We've got the Kaiser's goat."

The men from Nixon's carried a coffin with the flaring announcement, "He lingered but we nailed him in the end."

"The Day" had come and gone. The red harvest of blood and desolation and tragic misery had not even yet been fully reaped—but the setting sun of November 11, 1918, witnessed a German fleet steaming



THE MEMBERS OF COMPANY H, 113TH U. S. INFANTRY, AS THEY APPEARED ON THEIR RETURN TO TAKE PART IN THE WELCOME RECEPTION
TENDERED THEM BY THE CITIZENS OF NEW BRUNSWICK, N. J.

into the silence of surrender and an expectant Republic anxiously awaiting the return of those who had crossed the seas to take part in the greatest conflict that the world has ever known.

When the fateful eleventh hour of the eleventh day of November, 1918, came at last and the advance of the Germans was checked, and the ceaseless thunder of the big guns was stilled, New Brunswick's sons were in the front lines.

Proud in the consciousness that they had been entrusted with a sacred task and had fulfilled it well, they set their faces toward the Atlantic and set their feet to marching down to the sea and the ships that would bear them home again.

As they marched over the streets of their home town in the glory that was born in the battle anguish and the dark hour of pain and torture across the sea, one saw two parades. There was the procession of untrained men in civilian attire, fresh from factory bench, from clerk's desk and counting house, from tenement home and palatial house—the procession that with its flags over its shoulders marched down Livingston Avenue from the local board's office before going into training at Camp Dix. And there was the procession on the old town's reception day to the men who covered themselves with undying glory and who left many a comrade under the plain white crosses that dot the fields of northern France. What a change! Who would ever dream that the untrained men of yesterday would make the erect and stately soldier of today.

So, on Tuesday, May 28, 1919, with so much of affectionate welcome as it had the physical opportunity to give, New Brunswick greeted the boys of Company H, 113th Infantry, just home from overseas. Proud of all American soldiers, New Brunswick was proudest of her sons. They were home troops. They were the old National Guard. Their glorious part in the momentous campaign with their British and French comrades in the Argonne Forest was not only a noble chapter in the history of the war, but it belongs to the family record and domestic history of New Brunswick.

One of the most pleasant features in connection with the homecoming celebration was the presentation of a gold watch by Mayor John J. Morrison to Captain Smith on behalf of the members of the Company, who in this way showed their appreciation of the manner in which they were treated by him during their military career in France.

Under the direction of Commissioner Edward J. Houghton, chairman of the Citizens' Committee, great arrangements had been made



MEN OF THE 78TH DIVISION IN THE WELCOME HOME PARADE

for the real homecoming of the 800 or more New Brunswick "dough-boys," "gobs" and men from other branches of service who turned out for the Welcome Home parade on Saturday, June 28, 1919, and as they marched through the city's streets theirs was a triumphal progress. Flags, streamers and "Welcome Home" banners filled the streets along the line of march and fluttered from every window. Service flags were everywhere in evidence, and here and there a gold star told of a New Brunswick lad who did not return for the city's welcome but was sleeping the long sleep on some French field.

Major-General William Weigel, commander of the 88th Division, marched on foot at the head of the parade, immediately following the platoon of police that acted as escort. Following General Weigel and



THE BOY SCOUTS

his staff were the members of the City Commission and the General Committee of the Welcome Home Celebration.

Then came the gray-haired veterans of the Civil War, and the Spanish-American War veterans.

A company of soldiers from Camp Raritan led the uniformed ranks of service men. With them was a detachment of about fifty marines on active service who were stationed at the Naval Radio Station. Following came Company H, under the command of Captain "Tim" Smith.

Captain Charles Reed, wounded in action in France, headed the New Brunswick men of the 78th Division. This was the largest single organization in the parade, as the majority of New Brunswick boys saw service with this division.

The French, English and Veterans of the Allied Armies had a prominent position in line, as well as the Home Service Units.



SOME OF THE BOYS WHO WORE THE UNIFORM OF UNCLE SAM

The colored soldiers of New Brunswick, about eighty strong, made a splendid showing, and as they swung blithely along, whistling and singing, the great crowds that lined the streets realized what their race had done as its share in the battle for democracy. A big reception was given the dusky fighters, and as they passed through the colored section in the vicinity of Remsen Avenue they were cheered mightily.

The New Brunswick representation in the navy was somewhat of a revelation to those who had thought that most of the local service men were in the land or air forces, and the crowds everywhere greeted the sailors with applause. There were two Naval Air Service men with the sailors.

About 150 Red Cross women workers in their natty white uniforms were in line, and they made a big hit all along the route of the parade.



SCHOOL CHILDREN TAKING PART IN THE PARADE

Then came the school children. From the little youngsters who were barely able to toddle along with the procession to the bigger boys and girls who enjoyed the parade and were keenly conscious that they were honoring their big brothers of the city who had borne the brunt of the city's sacrifice, all were there, and about 1,000 of the youngsters were in line.

The parade was not without its touch of sadness for in the ranks were vacancies. Some of the men who marched away to war did not march on its return, not because they were with other living units, but because they were sleeping peacefully in the fields of Flanders. To some it was a happy moment; to others it was one of sadness for it brought back to them memories—yes, sweet memories—of those who made the supreme sacrifice.

New Brunswick had the distinction of being the only city in the United States in which a Major-General, on active service, led a parade of discharged service men.



WORLD WAR MEMORIAL

THE AMERICAN LEGION

The American Legion organized in New Brunswick on July 10, 1919. The Post was named Charles Henry Post in honor of the first man from New Brunswick to make the supreme sacrifice on the battlefield of France. Some time later the name was changed to New Brunswick Post, No. 29.



Joyce Kilmer Post was organized in 1929. Its home is on Codwise Avenue in the house in which Kilmer was born.

VETERANS OF FOREIGN WARS

The local post of the Veterans of Foreign Wars was organized on April 2, 1920, at which time it was decided to name the Post in honor of the first Ordnance Corps man who died in France, Sgt. John H. Neilson, a Princeton College graduate, who died at Tours-Indre et Loire, France, in which town Central Records office of the A. E. F. was established. Sergeant Neilson's death occurred on July 11, 1918.



In appreciation of the adoption of Sergeant Neilson's name for the post his parents presented a Post Standard and the National Colors. The flags were made in France.

The Post Commanders have been: 1920, Capt. George Caldwell; 1921, Ollie Jones; 1922, H. Holden; 1923-24-26-29, Chester R. Holman; 1925, L. A. McManus; 1927, B. Tallman; 1928, C. Dixon; 1930, J. O'Brien. In 1922 the Post changed its home address from Raritan Arsenal to Odd Fellows Hall on Neilson Street, New Brunswick, and in April, 1923, to the Presbyterian Community House on Paterson Street for its meetings.

On January 15, 1925, the Post moved to the G. A. R. rooms in the Landsbergh building. On May 15, of that year the Post purchased its present quarters at 179 Albany Street. Title to the V. F. W. Home was passed on July 6, and the post held its first meeting there on July 17, 1925.

WORLD WAR MEMORIAL

Planes glided overhead and guns boomed in the distance at minute intervals as New Brunswick's World War Memorial, on the super highway south of the new bridge over the Raritan River, was dedi-

cated on Armistice Day, November 11, 1930, to the seventy-four New Brunswick boys who gave their lives in the World War.

The unveiling was preceded by an Armistice Day parade of ex-service men of New Brunswick and Highland Park, G. A. R., Spanish-American War Veterans, detachment of regulars from Raritan Arsenal, Company E, 114th Infantry, Reserve Officers' Training Corps of Rutgers and others.

Dr. William H. S. Demarest, president of the New Brunswick Theological Seminary, presided.

Rev. Frederick J. Halloran, a World War chaplain, who served in France, pastor of Our Lady of Lourdes Church of Milltown, gave the invocation which was followed by the singing of "Onward, Christian Soldiers." The closing dedicatory prayer was by Rev. Cordie J. Culp, pastor of the First Presbyterian Church.

The honor of unveiling the shaft was given to John H. Conger, 83-year-old State Commander of the Grand Army of the Republic.

The speakers included Captain Prosper E. Cholet of the French Army who had for his theme "Peace," and Rev. Gill Robb Wilson, past national chaplain of the American Legion gave the dedicatory address. The presentation of the memorial was made by Mayor John J. Morrison and it was accepted by Major General William Weigel.

The land for the memorial was donated to the city by James W. Johnson. The memorial was designed by Alexander Merchant and George B. Howell, local architects. L. L. Manning and Son of Plainfield constructed the memorial. The luminous bowl and bronze pedestal was designed by F. Louis Mora of Washington, noted sculptor who formerly resided in Perth Amboy.

The New Brunswick World War Memorial Corporation was formed out of the general committee, of which Mayor Morrison was chairman, and had actual charge of the design and construction of the memorial. The contracts were awarded by this corporation which was composed of Sydney B. Carpenter, president; Chester R. Holman, secretary; W. Frank Parker, treasurer; Frederick J. Sickles, Alexander Merchant, John P. Wall and Colonel Walter S. Greacen.

The cost of the Memorial was financed by a bond issue of \$40,000. It was mainly through the untiring efforts of Mr. Sydney B. Carpenter, chairman of the corporation, that the monument became a landmark on the Highway, and marked a fitting closing to the 250th anniversary of the settlement of New Brunswick.

POPULATION 1737-1930

A study of the population of Middlesex County from 1739 to 1860, and of New Brunswick from 1800 to the present census, makes very interesting reading.

The following shows the population of Middlesex County at different periods. It must be remembered that in 1830 a part of Middlesex (Township of East and West Windsor), was cut off to form, with a portion of Hunterdon, the County of Mercer; while in 1854, a portion of the township of Franklin, Somerset County, was added to Middlesex—the latter territory being that part of the City of New Brunswick above Albany street, and before that time belonging to Somerset:

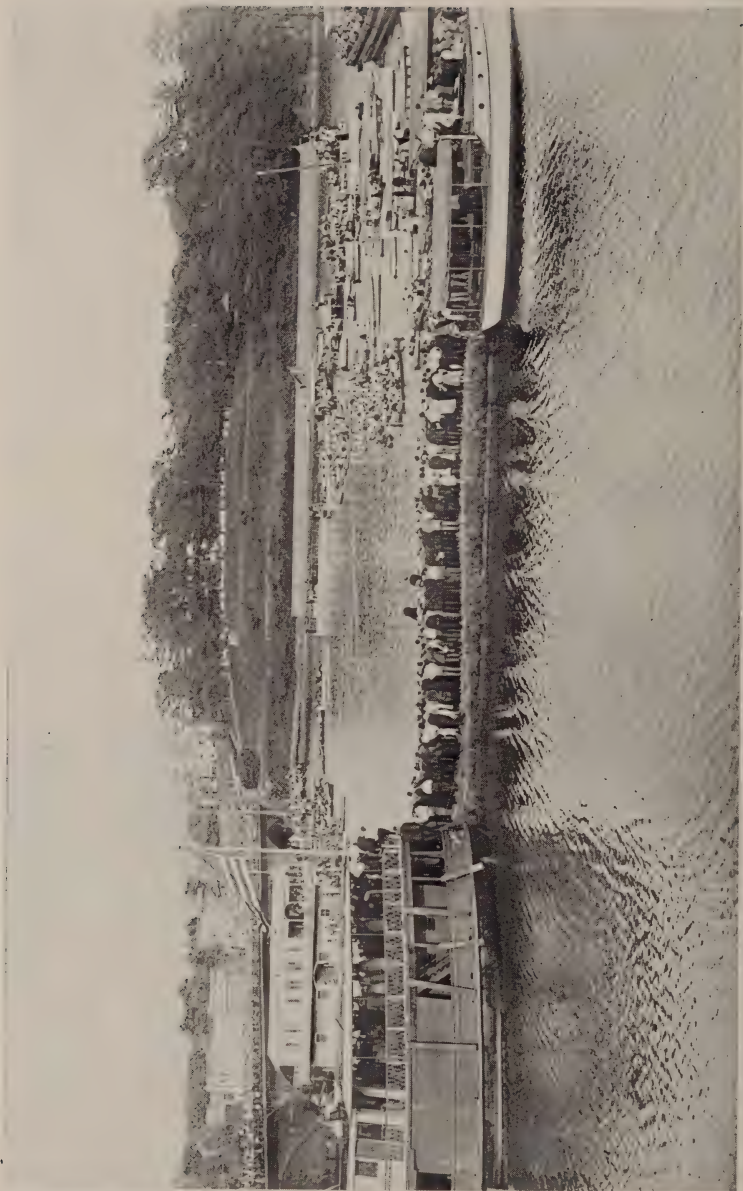
1737—4,764; 1745—7,612; 1790—15,956; 1800—17,890; 1810—20,381; 1820—21,470; 1830—23,157; 1840—21,893; 1850—28,635; 1855—32,405; 1860—34,812.

The Township of New Brunswick was formed in 1860 out of part of the present corporation limits of the City of New Brunswick, and entirely within the corporation boundaries—part of the corporation lying in the Township of North Brunswick at that time.

In 1830 the population of the county was as follows:

	Whites	Slaves	Total
Middlesex County	21,090	304	23,157
Piscataway			2,664
Woodbridge			3,969
Perth Amboy			879
South Amboy			3,782
North Brunswick			5,274
South Brunswick			2,557
East Windsor			1,902
West Windsor			2,829

According to the census of 1810, the number of free white males and females in New Brunswick was 2,826; number of free blacks, 52; number of slaves, 164; making a total of 3,042. The population in 1800 was 2,025, making a total gain in ten years of 1,017. The number of dwellings was 375 and the number of families 469. It will be seen that there was an average of about one and one-fourth



THE SWIMMING MEET OF SEPTEMBER 13, 1922

Gertrude Ederle broke the 400-yard Record at this meet, which was one of the most notable ever held for women in the United States

family for each dwelling house, and the number of free whites to the family was a fraction about six. Those are official figures published at that time.

The whole population of the city of New Brunswick, taken in April, 1829, was 4,993, of whom 4,435 were white, and 558 colored persons. There were 780 families of white and 654 dwelling houses.

The white population, according to age, sex and population were divided: Females under 10 years of age, 643; over 10 and under 21 years, 527; over 21 and upwards, 1074; total 2,244 females (white). Males under 10 years of age, 599; over 10 and under 21 years, 583; over 21 and upwards, 1,009; total males (white), 2,191.

The occupations of males over 21 years of age were: Clergymen, 10; Physicians, 8; Lawyers, 13; Merchants, 107; Mechanics, 389; Laborers, 286; Innkeepers, 29; Gentlemen, 167. The proportion of members of the professions to that of inhabitants, seems to have been double of that at the present time, that is, there was a dominie, a doctor and a lawyer for every five hundred men, women and children. The present day certainly does not equal, in proportion, a century ago in the number of "gentlemen," 167.

The colored population was thus divided: Free males, 159; free females, 215; total free blacks, 374. Slaves for life: Males, 20; females, 38; total, 57. Slaves for a term of years: Males, 47; females, 80; total, 127.

In 1820 the Common Council ordered the "marshal to take the census of all the white male inhabitants of this city of 21 years of age and upwards, that is of all such as are within the line of buildings subject to tax." The marshal returned 549 names, at 2 cents a piece, as subject to duty on the night watch.

In 1829 the city contained five churches, the Reformed Dutch, Presbyterian, Episcopal, Baptist and Methodist, as well as other "public places" in all to the number of 48; ten years later, about 1840; it had eight churches, the above named and a "Protestant Methodist, colored Methodist and Catholic; two female seminaries, one bank, 120 stores, 800 dwellings and 8,204 inhabitants." This was an increase in ten years of three churches, one hundred and fifty-four dwellings, and of about three thousand five hundred inhabitants; and a loss of one bank and four schools.

The Township of New Brunswick population in 1860 was 11,287. Of persons born in the United States there were 8,407; Ireland, 2,010; England, 228; Scotland, 114; Wales, 4; Austria and the German States(439; France, 16; Denmark, 7; Poland, 14; Russia, 1; Bohemia, 11; Switzerland, 6; Spain, 1; Cuba, 2; East Indies, 1;



GEORGE STREET FROM LIVINGSTON AVENUE

West Indies, 2; Bahama Island, 1; Guiana, S. A., 1; India, 1; Hungary, 1; Eweden, 1; Canada, 13; Nova Scotia, 3; New Brunswick, 1; Newfoundland, 1; on Ocean, 1.

Persons blind, 1; idiotic, 2; insane, 2; deaf and dumb, 2; slaves, 3.

Married, 1859, 106; died, 136.

Attended school 1859, 1,657.

Persons over twenty years old who cannot read or write, 846.

White males, 5,153; white females, 5,668; black males, 201; black females, 265.

Whole population of township, 11,287.

Value of real estate, \$4,488,200; value of personal estate, 5,135,550; value of church property, \$253,200; capital invested in manufactures in New Brunswick, \$1,250,000.

The census of 1870 follows:

Total number of inhabitants.....	15,059
White males.....	7,038
White females.....	7,477
Colored females.....	336
Colored males.....	238
Foreign born.....	3,281
Whole number of voters.....	3,325
White voters.....	3,195
Colored voters.....	130
Number of families.....	3,155
Number of dwelling houses.....	2,186
Value of real estate.....	\$9,932,500
Value of personal estate.....	\$7,849,500
Number of farms within the city limits.....	13
Value of farm within the city limits.....	\$293,000
Number of manufacturing establishments.....	32
Number of hands employed in them.....	1,578
Amount of wages paid, 1869.....	\$688,691
Amount of capital invested in manufacturies.....	\$1,464,300
Value of manufactured productions.....	\$2,340,118.33
Marriages for year ending September.....	140
Births.....	263
Deaths.....	155

The following shows the number of employees in the principal industries of the city and the wages paid in 1880:

In the twenty-eight industries of the city there was employed 1,990 males and 1,260 females from ten to sixty years of age, the



MASONIC TEMPLE



ELK'S HOME

total being 3,250. Averaging the wages received at \$6 per week for each employee. The working hours were from 7 a. m. to 6 p. m. The average wage being about ten cents per hour.

After the census of 1910, the city officials were dissatisfied and ordered a police census with the following result:

1900 (Federal census).....	20,006
1905 (State census).....	23,133
1910 (Federal census).....	23,388
1912 (Police census).....	27,456
Gain in twelve years.....	7,450
Gain in two years.....	4,068

Upon which the "Home News" made the following caustic comment:

"A census doing New Brunswick something like justice was completed by the police, when Chief Michael O'Connell reported to Common Council that the city's population is 27,456. The comparison of this with preceding years is shown above. Incidentally the absurdity of the 1910 Federal census is emphasized. It is rather hard to pretend that the city grew only 255 from 1905 to 1910 and then jumped 4,069 in the last two years."

In his report Chief O'Connell said:

"I herewith submit my report to you of the census of this city taken by members of this department September 23, 1912, and October 5, 1912, this not including a complete census of the Rutgers Preparatory School, Hamilton Street, although the officers asked for it at different times.

"We find the total population of the city is 27,456."

The chief further states that of the population, 26,620 are white, 17 Chinese and 820 colored. There are 13,461 males and 13,995 females. He divides them according to nationalities as follows:

Americans 19,204, Armenia 6, Austria 281, Bohemia 4, Bermuda 1, China 17, Canada 35, Cuba 1, Denmark 13, England 280, Finland 5, France 61, Germany 988, Greece 137, Holland 11, Hungary 3,618, Ireland 807, Italy 681, Norway 12, no Nation given 4, Russian Poland 2, Poland 77, Peru 2, Portugal 2, Russia 787, Roumania 17, Scotland 84, Spain 10, Sweden 85, Syria 108, Slovish 101, South America 1, Switzerland 7, Wales 1, West Indies 2, Africa 1, Asia 1, Boer 2.

It will be noticed that the Irish and German element had lost their position as leaders in the foreign population and that it was now held by the Hungarians, the first of whom came in 1892. The Russians and Italians also making their appearance as a factor. The first Greeks came in 1900. Sixty-one per cent. of the white population



HOTEL
KLEIN



HOTEL WOODROW WILSON

in 1929 was recorded as having one or both parents foreign born. Table which follows shows the census figures for 1910 and 1920 as to total population, nativity and color.

Comparison of foreign and native population in 1910 and 1920:

Population—1910, 23,388; 1920, 32,006; increase, 9,391.

Native white of native parents—1910, 9,897; 1920, 11,546; increase, 1,649.

Native white one or both parents foreign—1910, 6,736; 1920, 11,153; increase, 4,417.

Foreign born white—1910, 6,048; 1920, 8,935; increase, 2,887.

Chinese and Japanese—1910, 17; 1920, 21; increase, 4.

Negro—1910, 690; 1920, 1,124; increase, 534; per cent., 1910, 2.9; 1920, 3.4; per cent. increase, 77.3.

Foreign and native born white with one or both parents foreign born—1910, 12,784; 1920, 20,088; increase, 7,304; per cent., 1910, 54.6; 1920, 61.2; per cent. increase, 57.1.

The official census figures follow: 1800, 2,025; 1810, 3,042; 1820, 3,814; 1830, 4,993; 1840, 8,204; 1850, 10,019; 1860, 11,287; 1870, 15,058; 1880, 17,166; 1890, 18,602; 1900, 20,006; 1905, 23,133; 1910, 23,388; 1920, 32,000; 1930, 34,545.



NEW BRUNSWICK YOUNG MEN'S CHRISTIAN ASSOCIATION



Frank A. Connolly
Director of Revenue
and Finance



Joseph J. Feaster
Director of Streets &
Public Improvements



John J. Morrison
Mayor & Director
of Public Affairs



J. J. Donovan
Director of Parks and
Public Buildings



George F. Baier
Director of Public Safety

COMMISSIONERS
CITY OF

NEW BRUNSWICK
NEW JERSEY

COMMISSIONERS AND OFFICERS AT ANNIVERSARY TIME

THE 250TH YEAR OF THE SETTLEMENT
AND
THE 200TH YEAR OF THE ROYAL CHARTER

Mayor John J. Morrison, Director of Public Affairs; Frank A. Connolly, Director of Revenue and Finance; George F. Baier, Director of Public Safety; Joseph J. Feaster, Director of Streets and Public Improvements; Jeremiah Donoyan, Director of Parks and Public Property.

Eugene J. McLaughlin, City Clerk; Thomas H. Hagerty, City Attorney; William G. Howell, City Treasurer and Collector; Jacob H. Whitfield, City Comptroller and Industrial Secretary; Charles E. Tindell, City Recorder; Asher Atkinson, City Engineer; John J. Curran, Superintendent of Streets; Harry J. Francis, Chief of Fire Department; Michael O'Connell, Chief of Police Department; Frank A. Connolly, Director of Water Department; Charles H. Morris, Supervisor of Water Department; John F. Lynch, Building Inspector; Frank A. Higgins, Electrical Inspector and Superintendent of Fire Alarm; John F. McGovern, Jr., M.D., City Physician; John Breece, Steward of Homestead; E. I. Cronk, M.O., Health Officer; James F. Hefferty, Plumbing Inspector; William F. McCloskey, Judge of District Court; Raymond Stafford, Clerk of District Court; Howard M. Stahlin, Overseer of Poor; Benjamin Reed, Harbor Master; Ralaph T. Holman, Custodian of City Hall.

Sinking Fund Commission—W. E. Florance, John J. Morrison, George R. Morrison, James F. Mitchell, Frank A. Connolly.

Tax Assessors—Edward Banker, Edward Gleason, Samuel Cohn.

Superintendent of Schools—Frederick J. Sickles.

Board of Education—Frank Reed, President; Daniel J. Wray, Solomon Slonim, Mrs. Maurice A. Blake, Harry J. Rolfe.

Trustees of the Free Public Library—Mayor John J. Morrison, President; Frederick J. Sickles, Mrs. Eliot R. Payson, Angelina W. Wray, John P. Wall, W. Frank Parker, Ralph G. Wright.

DATA OF THE CITY OF NEW BRUNSWICK

Population, 34,545; area of city, 3,623 acres; area of parks, 86 acres; length of water mains, 63½ miles; capacity of storage reservoirs, 1,000,000,000 gallons; water consumption, 6,000,000 gallons daily; filter plant capacity, 8 to 12 million gallons daily; sewers, 44½ miles; length of streets, 58.83 miles; length of paved streets, 46 miles; cost of new pavements in ten years (1920-1930), \$2,100,000.

PAGEANT ORGANIZATION AND COMMITTEES

Anniversary Officers—Dr. W. H. S. Demarest, chairman; Mayor John J. Morrison, vice-chairman; Bernard VanEerden, secretary, and Harry W. Edgar, treasurer.

Pageant Committee—H. R. Segoine, chairman; Dr. C. H. Whitman, secretary; Mrs. E. R. Carpender, Julia Florance, Mrs. Jane Inge, Howard D. McKinney, John Wyckoff Mettler, Mrs. Charles W. Stevens.

Department Directors—Henry G. Parker, finance; Carl R. Woodward, publicity; Harry J. Rockafeller, tickets; Julia B. Williamson, enlistment; John Wyckoff Mettler, production; Fred A. Hart, music; George O. Osborn, research; Mrs. E. R. Carpender, costumes; Irving D. Buttler, properties; Mrs. Jane Inge, make-up; Wade H. Johns, lighting, Albert S. Johnson, grounds and construction; Leonard H. Webb, animals and vehicles.

Board of Enlistment—Julia B. Williamson, director; W. K. Atkinson, Leah Bodie, Mrs. Beulah Hoitt Blake, Mary Craven, Rev. Cordie J. Culp, F. W. DeVoe, Mrs. Kenneth R. Harper, Mrs. F. L. Hindle, Mrs. John H. Hoagland, Mrs. Harry Lendall, Luther H. Martin, Eugene J. McLaughlin, Mrs. W. F. Parker, Mrs. John H. Raven, Mrs. Russell E. Watson, E. H. Webb, Carl R. Woodward.

Enlistment Secretary—Dorothy Bond. Assistant Secretaries—Edith Baum, Mrs. Jane Garretson, Mrs. Malcolm Hicks, Mrs. John H. Hoagland, Katharine Hoe, Mrs. K. Y. Kuhlthau, Mrs. W. H. Martin, Carol Quackenboss, Peggy Rice.

Division Chiefs—Fred A. Hart, choral; Julia B. Williamson, historical; Major W. S. Greacen, military; Mrs. W. T. Campbell, rhythmic; Mrs. W. S. Greacen, symbolic.

Captains and Aides—Walter S. Buist, Mrs. O. S. Coad, Mrs. Joseph Feinsod, Lieut. Chester R. Holman, H. B. Kitchen, Mrs. W. H. Martin, Fraser Metzger, J. A. O'Brien, Mrs. John H. Raven, Charles H. Reed, Al Reisfield, Gretchen Smith, Captain William B. Twiss, E. H. Webb, Lieut. T. B. Webb.

THE PAGEANT OF NEW BRUNSWICK

IN CELEBRATION OF THE QUARTERMILLENNIAL OF THE SETTLEMENT, 1680, AND BICENTENNIAL OF THE GRANTING OF THE CHARTER, 1730

The story of the founding of the City of New Brunswick and the granting of its charter was told to the citizens in many ways during the days of October 12-15, 1930. The events of two or three hundred years were of tremendous significance to the community. The men who first laid the foundation of the city on the banks of the old Raritan deserve to live in the memory of their descendants because they faced great dangers and difficulties and won out in spite of all obstacles.

For the purpose of honoring these men and women who blazed the trail in those early days the City Commissioners voted a bond issue of \$20,000, to defray the necessary expense incident to anniversary celebration which got under way Sunday morning, October 12, when all the churches in the city held special services. In the afternoon at 2:30 o'clock there was a program of music at the State Theatre by a chorus of 200 voices and a symphony orchestra of seventy pieces. The chorus was directed by Professor Howard D. McKinney, of Rutgers, and Prof. W. Ifor Jones, of the New Jersey College for Women, and the orchestra by Prof. J. Earle Newton, of the New Jersey College for Women. The concert was broadcast over Station WOR.

A second program of music and singing by the National groups—Germans, Hungarians, Italians, Poles and Ukrainians, also Negro spirituals was given in the State Theatre in the evening at 7:30 o'clock and was as enthusiastically received as the afternoon concert. Following a prayer by the Rev. Pasquale Mugnano, pastor of St. Mary's Mount Virgin Church, the song service opened with songs of Italy, sung by the choir of St. Mary's Church, under the direction of Prof. Menlo Palombi.

Polish songs, by the choir of St. Joseph's Church, were next in the grouping.

Songs of Germany, by the Singing Society Aurora, directed by Prof. Eugene Steinbach were well received by the audience.



16TH U. S. INFANTRY AND THEIR BAND LEADS THE CIVIC PARADE

Applause became uproarous for the Ukrainian choir from New York in native costume, under the direction of Prof. George Kiri-chenko; the choir gave two encores.

The Independent Hungarian Singing Society of New Brunswick, directed by Julius Faget, sang several native selections.

Negro Spirituals, by the Choral Society of New Brunswick, under the direction of F. J. Work, were last on the program, and were greatly applauded. The Negro National Anthem was sung first, with all on the stage and in the audience standing; words of the anthem are by James Weldon Johnson, famous negro writer.

The service ended with the singing of "America." The benediction was pronounced by Rev. Charles C. Weathers, pastor of the Ebenezer Baptist Church.

The State Theatre was loaned for the two concerts by the R. K. O. management. Fred A. Hart was in charge of both the afternoon and night services and deserves the highest commendation for his splendid work.

CIVIC PARADE

New Brunswick's civic, military, historical and fraternal parade on Monday afternoon was two miles long and took an hour and a quarter to pass the reviewing stand on Livingston Avenue. The parade was one of the features of the 250th anniversary celebration and was a pageant in itself for it included many floats depicting scenes and persons of historic interest, detachments of soldiers, naval reserves and state militia, and a division of ancient vehicles.

Nearly 7,000 persons were in line in the various divisions. The order of parade follows:

Advance Division—Police Escort; Mayor and City Commissioners; Grand Marshal.

First Division—United States Army—Major Frederick C. Rogers, 16th U. S. Infantry, Marshal; First Lieut. Kenneth E. Kline, Infantry, Aide; 16th U. S. Infantry Band from Governor's Island, N. Y.; First Battalion, 16th Infantry; Ordinance Detachment, U. S. Army, from Raritan Arsenal.

Second Division—National Guard of New Jersey—Major John D. Leonard, 114th Infantry, Marshall; Captain William B. Twiss, 114th Infantry, Aide; 113th Infantry Band, from Newark; 1st Battalion, 114th Infantry, from Elizabeth; Company E, 114th Infantry, from New Brunswick; Troop B, 102nd Cavalry, from Essex Black Horse Troop, Newark.

Third Division—Naval Militia—Lieut. Com. Donald G. Davis, U. S. N. R., Marshal; Lieut. Col. Walter S. Greacen, U. S. Army, Aide; U. S. Navy Band, from Brooklyn; 8th Battalion, N. J. Naval Militia, from Perth Amboy and New Brunswick.



THE BLACK HORSE TROOP, 102ND CAVALRY, NEWARK, N. J.

Fourth Division—R. O. T. C.—Captain Joseph S. Dougherty, Infantry, U. S. Army, Marshal; 1st Lieut. Thomas V. Webb, Infantry, U. S. Army, Aide; Rutgers University Band, Rutgers University Regiment, R. O. T. C.

Fifth Division—Veterans' Organizations—Captain Chester R. Holman, U. S. Army, Marshal; Grand Army of the Republic; Ellwood Holland Camp No. 12, Spanish-American War Veterans; John F. Neilson Post No. 370, Veterans of Foreign Wars; Highland Park Post No. 88, American Legion; New Brunswick Post No. 29, American Legion; Joyce Kilmer Post No. 25, American Legion.

Sixth Division—Scouts—Harry I. Cooke, Scout Executive, Marshal; Miss Louise Petersen, Scout Executive, Aide; New Brunswick High School Band; Boy Scouts of America; Girl Scouts of America.

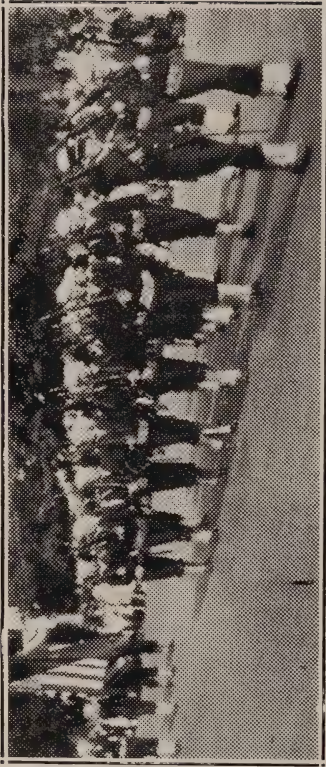
Seventh Division—Fraternal Organizations—Clifford E. Parsil, Marshal; New Brunswick City Band; Independent Order of Odd Fellows; Elks' Band; New Brunswick Lodge No. 324, B. P. O. Elks; Elks' Float; Goodwill Council Band; Goodwill Council No. 32, Junior Order of American Mechanics; Band; New Brunswick Forest No. 12, Tall Cedars of Lebanon; Band; Ancient Order of Hibernians; New Brunswick Aerie of Eagles No. 1329; Kiltie Band; Clan McGregor, Order of Scottish Clans; Band; New Brunswick Lodge No. 263, Loyal Order of Moose; O-On-O-Moo Tribe No. 240, Independent Order of Red Men; Adelphi Council, Royal Arcanum; Liberty Tent No. 13, Knights of the Maccabees of the World; Band; Colored Elks, Civic League, and Republican Club.

Eighth Division—Fire Departments—Commissioner George F. Baier, Marshal; New Brunswick Fire Department; Highland Park Fire Department.

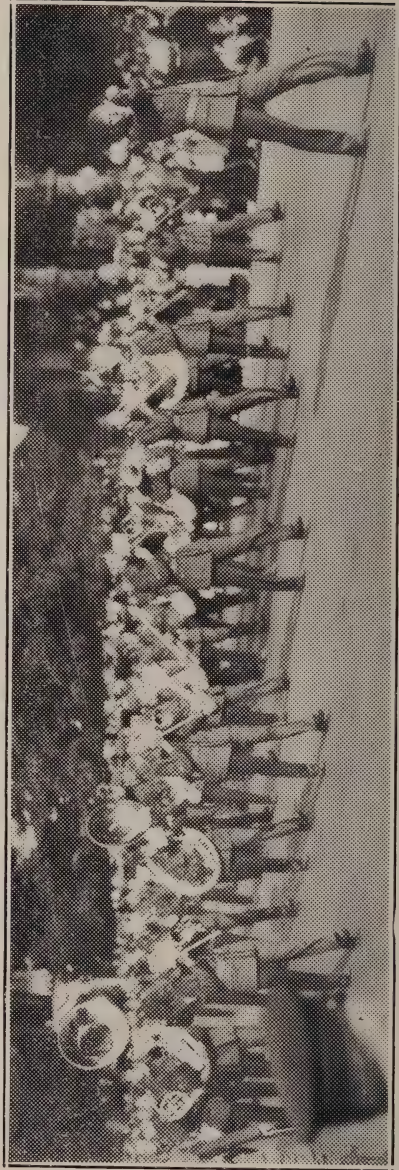
Ninth Division—Martin J. Flynn, Marshal; A. E. Artman, Aide; New Brunswick Labor Groups.

Tenth Division—National Groups—Kenneth R. Harper, Marshal; United German Societies: Float No. 1, The Friendship between Germania and Columbia as personified in General Von Steuben, Drillmaster of the American Revolution. Float No. 2, Father John, the Founder of Gymnastics; Knoll's Band; Marching Groups; Italian Societies: Float, Columbus Landing in America; Band, Marching Groups. Polish Societies: Float, Liberty and Poland, Washington and Pulaski; Polish Boys' Band, Marching Groups. Hungarian Societies: Float No. 1, Colonel Kovach aids the Continental Army. Float No. 2, Grape Festival in Hungary; Band, Marching Groups. Syrian Societies: Float, an ancient Phoenician Barque; Band, Marching Groups. Slovak Societies: Band, Marching Groups. Greek Societies: Float No. 1, The Parthenon and Muses. Float No. 2, Hellenic Democracy Greets American Democracy; Band, Marching Groups. Ukrainian Societies: Float, a Ukrainian Cottage, Marching Groups. Russian Societies: Newark Band, Marching Groups.

Eleventh Division—Howard F. Huber, Marshal. Riders and Marches representing early periods of New Brunswick history. Float designed by Women's organizations of New Brunswick. Court Loretto No. 287, Catholic Daughters of America, representing visit of President and Mrs. John Adams in 1797, when they were entertained by the citizens of New Brunswick. Unity Council No. 3, Sons and Daughters of Liberty, representing the first School House, Schoolmaster and Teacher. Mooseheart Legion No. 410, representing the first Women's Charity Organization in New Brunswick, caring for the old folk and children. Iola Council No. 115, Daughters of Pocahontas, representing family



EIGHTH BATTALION, NEW JERSEY NAVAL MILITIA



RUTGERS UNIVERSITY R. O. T. C. REGIMENT

life of early Indians. Pocahontas Council No. 18, Daughters of Pocahontas, representing the first Indian Council in New Brunswick in 1677, before the sale of land to Thomas Laurence and John Inian. New Brunswick Business and Professional Women, representing Ann Balding, the first business woman of New Brunswick, proprietor of an Inn, the center of commercial, social and political life in the city.

THE PAGEANT

The performance of an historical pageant, "The Drama on the Highway," was given by a cast of three thousand people on Neilson Field, at Rutgers University, before a capacity audience on the evenings of October 13 and 14, 1930.

The pageant depicted the life of New Brunswick from its settlement in 1680 to the close of the Civil War. The ten scenes had been rehearsed several weeks by a cast of citizens. Colorful costumes of the periods represented were set off by batteries of rainbow flood-lights. Music was supplied by a chorus of six hundred voices.

Most of the action took place in the center of the playing field and symbolic scenes were presented as background on a stage erected at the south end.

To say that the whole performance was good is expressing the feelings very mildly, for from the time of that silent march of the Indian tribe across the field in single file, until the last flaming torch of the school girls taking part in the pact had been extinguished and the last roll of the drums had sounded, the whole thing was amazing.

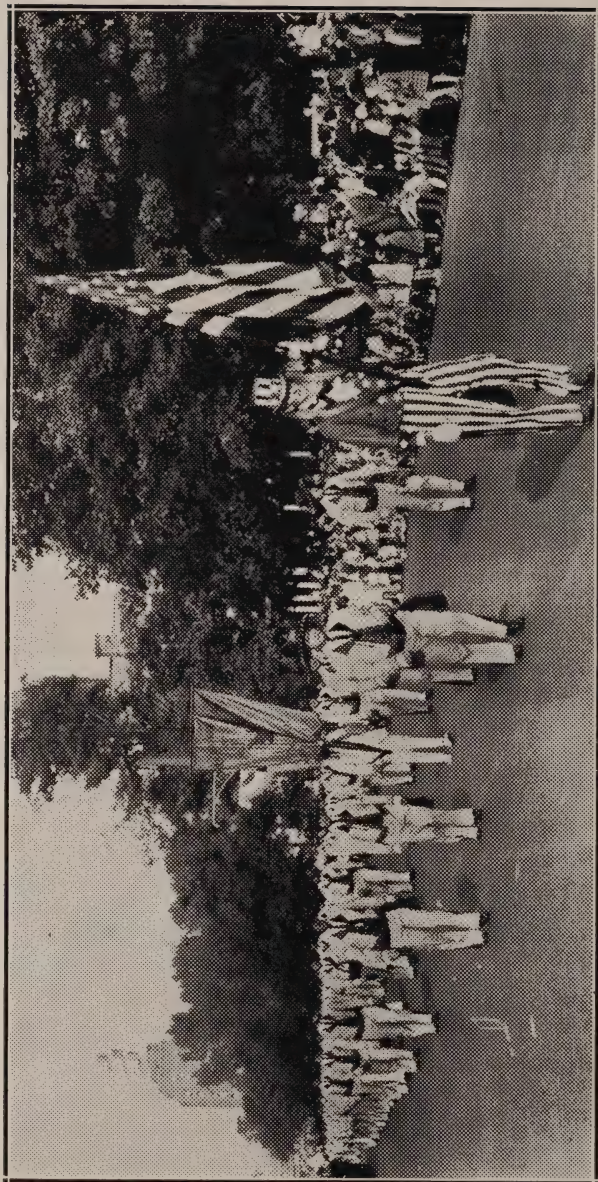
Those who saw the pageant lived through every period in the life of the city. Throughout the evening the Gloria Trumpeters played and their thrilling music added greatly to the enjoyment of the vast throngs present.

The ceremonies began with the City, the Nation and the State, marching on the field as trumpets blared and banks of great flood-lights filled the field with light.

After the singing of the song of salutation the three marched forward to the raised platform at the south end of the field, with the City ascending to her dais in the center, the State on the right, and the Nation on the left.

The first action showed Indians on the trails leading into New Brunswick or what later grew to be the town. They were laden with the bounty of the streams and forests of the surrounding country.

A better representation of the silent savages of the past than was shown in this action when the braves, their squaws, and their papooses filed across the field, to the steady drumming of Indian tom-toms,



NEW BRUNSWICK LODGE, No. 324, B. P. O. ELKS

would be hard to give. The twilight shadows added greatly to the solemnity of the scene and the great stands were hushed as the silent march continued. Then as the scene continued and the purchase of the tract including the city was completed to the accompaniment of the Indians' "Jo-hahs" and the White Man's "Huzzas," the Redskins as silently filed out and the city had become the White Man's property.

The fertility of the valley, the presence of water, and the ferry over the river made the present site of New Brunswick a desirable spot for settlement and soon settlers came from Long Island and Albany and other points and the colony was begun. The costumes of these early settlers, English and Dutch, were reproduced to such an extent that one could almost imagine he was living in those early days.

The period from 1700 to 1730 was covered by the third action. The first permanent settlements were made by men clad in the rough backwoods clothing of the times. They represented Scotch, Irish, English, and Dutch settlers.

Another part of the scene showed the settlers, splendid in velvet, making their petition for a charter as a town. When it was granted, there was great rejoicing in the town—men, women, and children turning out to celebrate in their best attire.

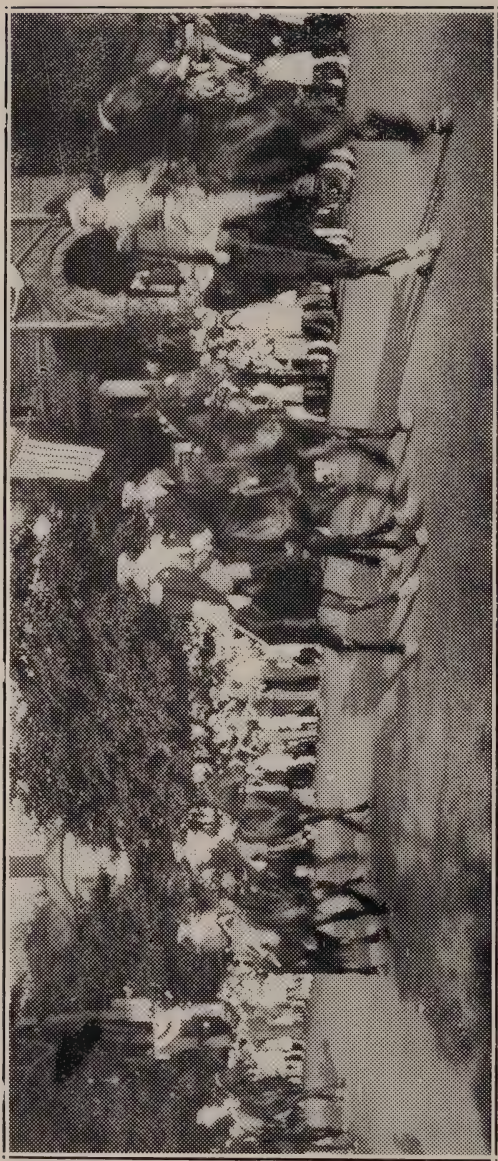
The next action was devoted to the religious history of the town.

The first Rutgers commencement next occupied the scene of action. Matthew Leydt, the first graduate, delivered his commencement oration in Latin, Dutch and English.

The Revolutionary scenes showed the provincial convention making protest against the unfairness of the British acts and choosing of delegates from their number to attend the Continental Congress. They were dressed in knee breeches and white wigs and were true Fathers of Independence.

The high spot of the pageant was the market day scene. Farmers from Cheesequake, Neshanic, Ten Mile Run and other nearby places gathered to dispose of their wares, bringing their entire families with them; Indians, peddlers and riders all made the scene one of homely beauty that fired the imagination of the assemblage and drew great rounds of applause.

The militia appeared. In plain farmer costumes they drilled up and down the green with their guns on their shoulders, preparing for the war, following which the Declaration of Independence was read to the populace gathered in the Market place by Colonel John Neilson. The people went wild with joy in their new-found freedom as the first American flag was displayed.



MEMBERS OF THE METUCHEN RIDING AND HUNTING CLUB IN CONTINENTAL COSTUME

And then there was a roar of guns in the distance. Lights flashed in the sky. The battle of Monmouth was being fought. As the fire died down there was a blast on a bugle and Washington and his staff arrived. Mounted on splendid horses they rode up the field followed by the Continental soldiers in multi-colored uniforms, stepping proudly out with the banners of the new Republic before them.

A band of picturesque Kentucky riflemen with fringed buckskins and powder horns lent color to the scene. The company formed a huge square about the field and cheered Washington, Lafayette, the United States and Victory.

After the other staff members left the field Lafayette rode about before the men and as he did so, each man fired his rifle as the general came opposite him. Completing the round, Lafayette dismissed the men for rations of rum. A salvo of thirteen guns ended the celebration.

The action now moved swiftly. A ball given by the French Ambassador at his home on the banks of the Reritan was attended by the gentry of the countryside arrayed in the gorgeous costumes of the period. Women in wide flowing gowns and men in high hats and narrow legged trousers bowed and swayed on the Banks to the tune of a quadrille and revelry reigned.

The Forty-niners next left for California with forty-five New Brunswick men lured by gold. The wives and sweethearts of the men bade them good-bye and god-speed as they embarked for California.

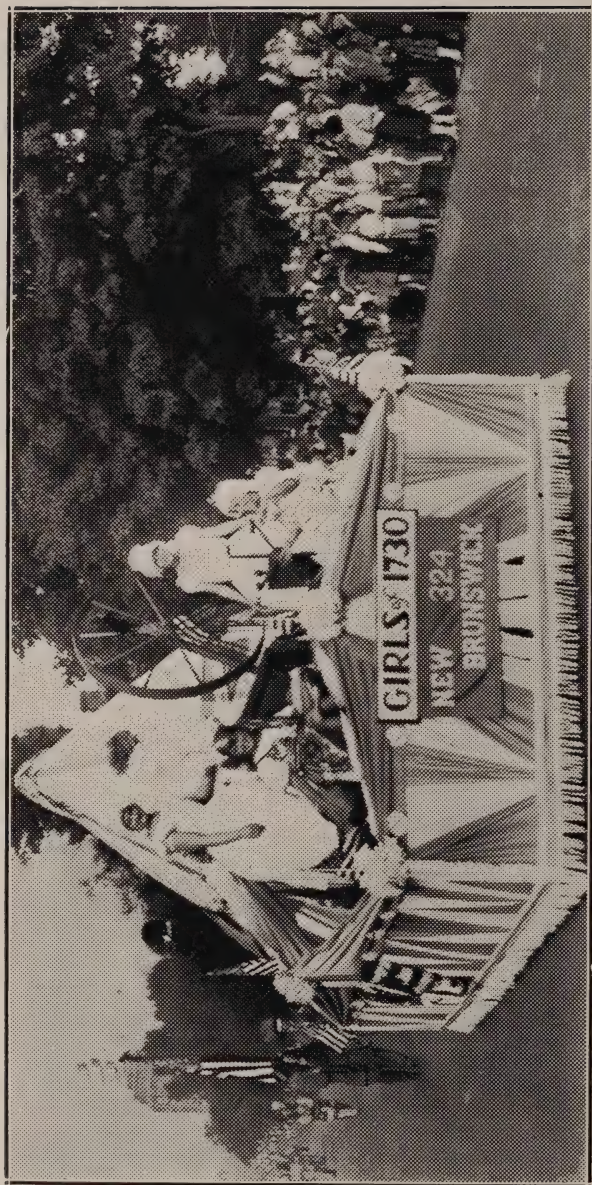
The first football game between Rutgers and Princeton was next portrayed and then came the Civil War. Lincoln visited New Brunswick on his inaugural trip to Washington and addressed the crowds.

A flag was presented to the college men by the town girls in wide hoop skirts, the men dressed in tall beaver hats and straight black. Amidst great cheering the flag was raised on the campus by President Frelinghuysen, followed by the singing of "The Flag of Our Union Forever."

Years passed and the boys in blue returned to joyful parents, swinging along to the tune of "Marching Through Georgia." The action closed with the singing of "The Battle Hymn of the Republic."

The concluding act of the pageant was the pact of New Brunswick. Thousands of arms were raised in salute to New Brunswick as a thousand voices chanted her praise. Lights were ablaze. Symbolic dances showed industry, education, patriotism, and religion taking their places at the head of the new city of New Brunswick.

In the closing scene as in many others, the lighting effect had much to do with the success of the drama. The flood lights made the field



THE B. P. O. ELKS' FLOAT

as bright as noon-day, while the slowly fading effect at times seemed like the setting of the sun, and the colored lights added greatly to the beauty of each scene.

Many people declared the singing of the chorus the best chorus singing ever heard in New Brunswick, while the music furnished throughout the program by the band was of the highest calibre.

As the trumpets sounded their final notes the voices of the people were raised to the strains of "Our Fathers' God Is With Us" and New Brunswick marched on in a glorious burst of light.

The pageant was an enormous undertaking, but was successful from every viewpoint. Probably no city of the size of New Brunswick has ever attempted such an ambitious program, and only the cooperation of all made it possible to succeed in the undertaking.

CHILDREN'S PARADE

Eleven bands, each heading a division, were in the school parade. They were: Sixteenth United States Infantry Band, First Division from Governor's Island; the Hopewell Band, the New Brunswick City Band, Knoll's Band, Goodwill Council Band, Rutgers Band, Raritan Band No. 1, Raritan Band No. 2, Roosevelt Junior High School and the New Brunswick High School bands.

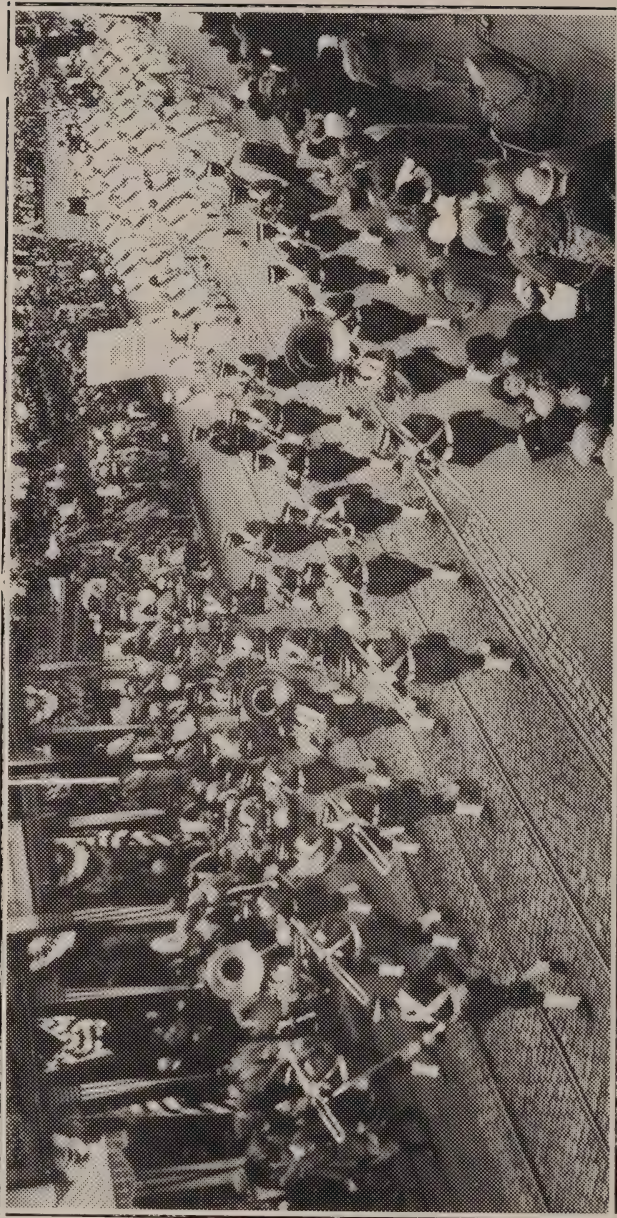
Following the 16th Infantry Band at the head of the parade, fifty-three members of the Anable private school for girls, the first in the line of parade. The students wore white dresses, white berets and red, white and blue sashes.

The boys of St. Paul's parochial school of Highland Park, which was next, wore dark suits, while the girls coming after, were dressed in dark blue.

Strikingly dressed in white trousers with a wide blue stripe along the seam, white shirts and hats, the boys of St. John's parochial school marched alongside of the girls who wore red, white and blue dresses.

St. Mary's parochial school followed, the boys attired in long dark trousers and white shirts, the girls in red, white and green dresses, sashes and maroon headbands.

One of the most brilliant turnouts of the entire parade was the colorful representation from Rutgers Preparatory School dressed in the costumes of the period of the founding of the school 165 years ago. They were led by their banner in maroon and white, which was followed by three boys holding a wand. Members of the faculty were at the head of the school group. They wore authentic costumes—knee breeches, coats, waistcoats and tri-colored hats richly colored.



THE ANNADEL SCHOOL AT THE HEAD OF THE SCHOOL PARADE

One hundred and forty-five boys were in line dressed in dark knee breeches, white shirts and black tri-cornered hats.

Led by its accomplished six-year-old drum major, St. Michael's Orphanage band of Hopewell, accompanied 250 marchers from the St. Ladislaus parochial school. The children were dressed in blue berets, white middies or shirts with red ties and black skirts or trousers. In the same division marched 235 pupils from the Sacred Heart parochial school. The boys from this school were attired in Indian costumes, and the girls were dressed as Dutch maidens in red and green gingham. This was one of the best hits of the parade.

Headed by the New Brunswick City Band came the Middlesex County Vocational School and Franklin Junior High School of Highland Park. Dressed appropriately, 450 pupils from Highland Park presented the growth of education in New Brunswick from 1719 to 1930. First in this story of progress of the schools came Jacobus Schureman and his small class of 1719. Next came Ed. Cooper, head of the Low Dutch Academy in 1761. Caleb Cooper and Ben Lindsey, teachers in the Queen's College Grammar School were also represented. The 1790 school of Sophie Hay and Rev. John Croes was followed by the famous Lancastrian "Free and Pay" school of 1814. Miss Hannah Hoyt, the school "marm" of 1847, was there with a group of her girls. The make-up of Miss Hoyt was, without exception, the best in the parade.

The Bayard Street school, the first public school in New Brunswick, founded in 1851, was represented by a group of students from the Highland Park Junior High School, and following this another group represented the first high school established in New Brunswick in 1876. Finally came the modern school with its academic, scientific and domestic science department. Those pupils representing the domestic science department carried bowls, spools, and palets, and boys from the vocational department carried hammers and saws. Girls and boys attired in gymnasium suits represented the physical education department.

The Franklin Junior High marchers representing the early periods carried the school materials, such as horn books, psalters and old copy books used at that time.

General Lafayette's visit to New Brunswick in 1824 was effectively portrayed by St. Peter's parochial school. More than 650 members of the student body followed, dressed in the uniforms of the French Navy that accompanied him and members of the French and Colonial armies and in the costumes of the citizens of New Brunswick. The division was led by Knoll's Band.



WASHINGTON SCHOOL PUPILS AS QUAKERS

The fifth division was led by the Bayard School, with 200 students representing in costume the early French settlers. Huguenots with their dark subdued clothes and solemn mien were followed by the gorgeously costumed, rich French planters of the South.

The English settlers were reincarnated by the students of Washington School.

The Nathan Hale students completed the trilogy of nationalities of New Jersey settlers with their tribute to the Dutch. The whole student body was dressed in native Dutch costumes of the national colors and represented the various phases of that country's contribution to our national culture.

An American and a Hollander marched side by side, representing the friendship that exists between the two countries. The remainder of the student body, dressed as natives, followed; the girls carrying bouquets of tulips, the Dutch national flower, and the boys vegetables in honor of the Dutch farmers in New Jersey.

The Lord Stirling School reviewed almost the entire field of colonial history in its section of the parade. Its presentation was entitled "Colonial days in New Brunswick." One section was devoted to Colonial sports. A maypole about which several of the school children marched and danced, was the main feature of the section and several hobby horses followed.

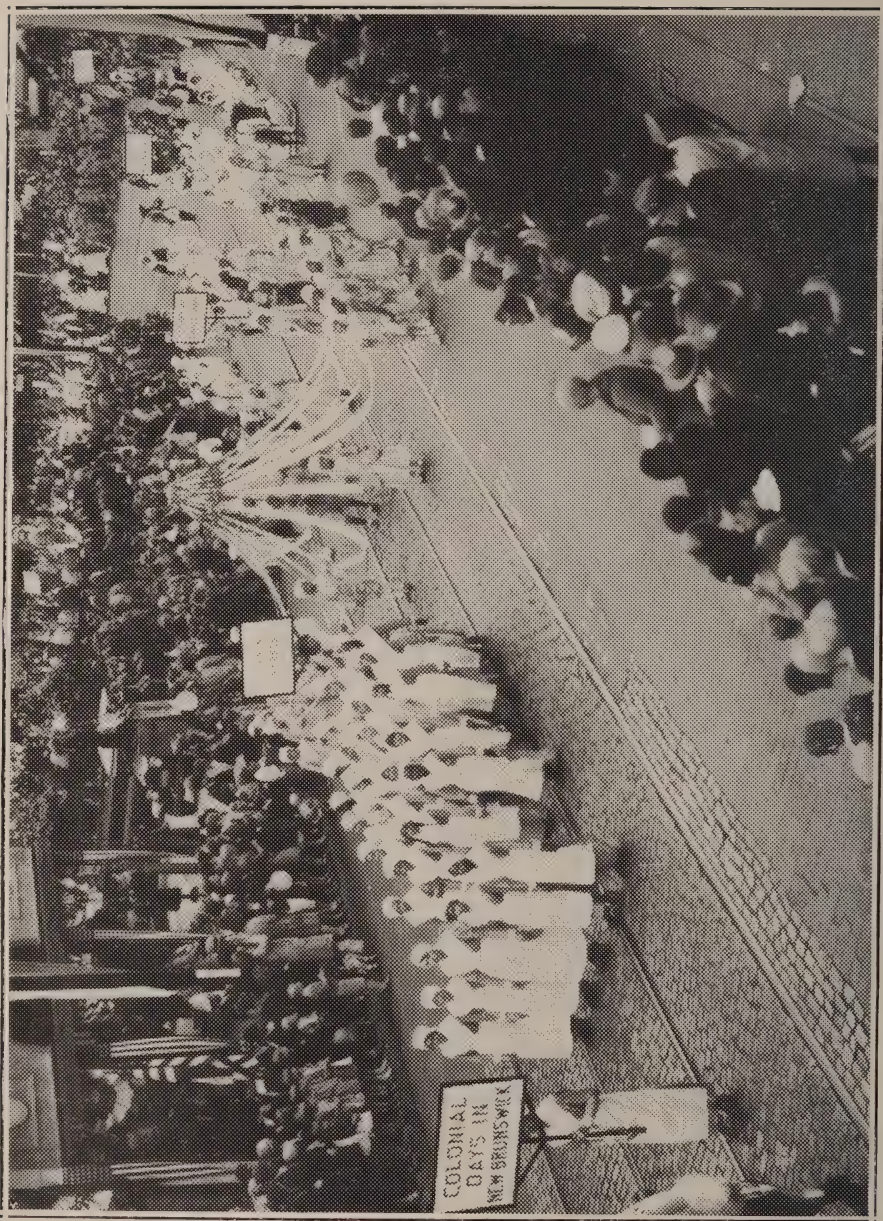
Following this was an exhibit of the flags which were adopted by the states in their early history, the colonial flag and the present American flag. Another section was devoted to Civil War times and was led by three teachers dressed in full costumes and several school pupils illustrating other customs of dress in part. Early industries were illustrated with spinning wheels mounted on express wagons, rugs such as were made by the early settlers, axes and covered wagons.

The Livingston school, comprising a second division of section six told the history of the Dutch in America. The flags were carried by boys dressed in Dutch costumes and they were followed by a group of girls in Dutch dress.

"The Dutch Came in Covered Wagons" was the title of another section of the Livingston school. After this sign followed boys pulling more miniature covered wagons, models of other means of early travel. A model of Inian's ferry was manned by a doll dressed in Dutch costume.

The Rutgers University Band furnished the music for this section.

The Lincoln school pupils showed a mark of originality in their presentation. They brought with them their own fife and drum corps



LORD STERLING SCHOOL PUPILS IN COLONIAL COSTUME

and a harmonica band. The fife and drum corps was dressed in red tams with feathers stuck in them and red sashes, while the harmonica band was attired in the school colors of green and yellow. One section of the division was in complete Scotch costumes.

Pupils of the Roosevelt Junior High School brought along their own music and the costumes were significant of a highly developed student government and organization.

New Brunswick High School has some old traditions and it is proud of it. The school was founded in 1876 as the first free public high school in the state. The school's representation in the parade was divided into two sections including 550 and 500 students each. The first of these sections portrayed the early school. Some of the teachers were dressed in the costumes of 1876 as accurately as they could be produced.

Following the early section was the large majority of the students in their present-day school colors. They wore white school clothes with their blue tams and sashes. Two bands from the high schools accompanied the sections.

PUBLIC MEETING AND GUEST LUNCHEON

On Wednesday a public anniversary meeting was held at the R. K. O. State Theatre at which time Herbert Hoover, President of the United States, congratulated the citizens of New Brunswick upon the celebration of the 250th anniversary of the settlement and the 200th anniversary of the granting of the city's charter in a message which read in part:

"Few communities in our country have so rich a heritage of varied historical associations important in the Colonial, Revolutionary and later life of the Nation and concerned not only with military and political events, but also with education and religion."

From across the seas came other messages of cordial felicitations delivered through the representatives of Netherlands, Great Britain and also from the Province of New Brunswick. Governor Morgan F. Larson brought a message of good will in behalf of the citizenry of New Jersey.

General Hugh H. McLean, Lieutenant-Governor, brought greetings from the Province of New Brunswick and he declared that the Province was named after New Brunswick, N. J. On behalf of Great Britain, Gerald Shepherd, His Britannic Majesty's Consul at New York, extended congratulations on the 250th anniversary of the city.

Dr. J. H. van Raijen, Netherlands Minister to the United States,



THE GIRLS OF ST. PETER'S SCHOOL

brought greetings from that far off country whose early ancestors played such a prominent part in the history of New Brunswick.

Dr. William H. S. Demarest, chairman of the general committee, presided and in opening the meeting gave an historical address.

The music was furnished by the 16th Infantry Band of the United States Army. Rev. Cordie J. Culp, pastor of the First Presbyterian Church, gave the opening prayer, and benediction was pronounced by Monsignor Peter J. Hart, pastor of St. Peter's Church.

Mrs. Louise Homer Stires, daughter of Mrs. Louise Homer, famous contralto singer of New York, rendered three solos which were warmly applauded.

Following the public meeting, the distinguished guests, public officials and others adjourned to the Woodrow Wilson Hotel where luncheon was served. Speakers at the luncheon included Hamilton F. Kean, United States Senator from New Jersey; Sol Bloom, associate director of the George Washington Commission; Dr. Alexander C. Flick, historian of the State of New York; Prof. Albert Bushnell Hart of Harvard University and Colonel Percy A. Guthrie of Boston, recently of New Brunswick, Canada.

The luncheon was the most notable ever held in New Brunswick through the presence of so many national and internationally known personages. The guests were:

Dr. J. H. Van Roijen, Netherlands Minister; General Hugh H. McLean, Lieut.-Governor of the Province of New Brunswick; Consul Gerald Shepherd of the British Consulate, New York; Colonel Percy A. Guthrie, Boston, Mass.; Governor Morgan F. Larson, New Jersey; United States Senator Hamilton F. Kean, New Jersey; United States Senator David Baird, Jr., New Jersey; Honorable Dwight W. Morrow, lately Ambassador to Mexico; Major General William Weigel, United States Army; Brigadier General Joseph C. Castner, United States Army; Honorable Joseph S. Frelinghuysen, lately United States Senator; Mrs. Frelinghuysen; Mr. Gerald Swope, President of the General Electric Company; Mrs. Swope; General Hugh L. Scott, Chairman of the State Highway Commission; President Remsen B. Ogelby of Trinity College; Professor Albert Bushnell Hart, Harvard University; Dr. Alexander C. Flick, New York State Historian; Mrs. Drury W. Cooper, Montclair, N. J.; Lieut.-Colonel Cortlandt Parker, Princeton, N. J.; President J. Ross Stevenson, Princeton Theological Seminary; Justice Joseph L. Bodine, New Jersey Supreme Court; Mrs. Bodine; Senator Arthur N. Pierson, New Jersey; Senator Francis B. Davis, New Jersey; Honorable M. Irving Demarest, Woodbridge, N. J.

Mrs. Charles G. Davis, Madison Historical Society; Mr. Charles H. Bateman, Somerset County Historical Society; Mrs. Frederick I. Becton, Chatham Historical Society; Mr. Charles E. Dietz, Passaic County Historical Society; Mr. Louis Sherwood, Historical Society of Hudson County; Mr. Warren R. Dix, Union County Historical Society; Mr. Orra S. Rogers, Historical Society of Plainfield; Mrs. Rogers; Miss A. E. Wilkins, Gloucester County Historical Society; Mrs. B. A. Westervelt, Bergen County Historical Society; Mr. H. E.



ST. MARY OF MT. VIRGIN ITALAN SCHOOL CHILDREN

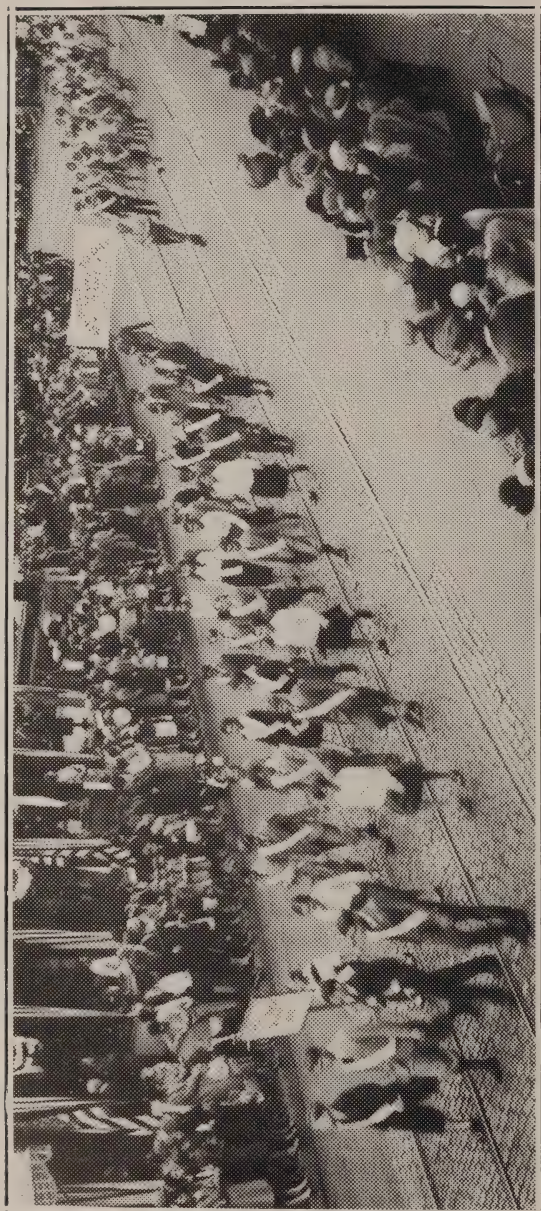
Pickersgill, Perth Amboy Historical Society; Miss Daisy Rush, Sewaren Historical Club; Mrs. John L. Stillwell, Revolutionary Memorial Society of New Jersey; Mr. Charles Capron Marsh, Revolutionary Memorial Society of New Jersey; Mrs. Marsh; Mr. Charles M. Lum, New Jersey Historical Society; Mrs. Lum, Mrs. Willard W. Cutler, Woman's Branch, New Jersey Historical Society; Miss Isabel Hudnut, New Jersey Society of Colonial Dames; Miss Charlotte C. Aycrigg, New Jersey State Society, Daughters of the Revolution; Mrs. Eugene J. Grant, National Society, Daughters of the Revolution.

Mrs. Horace Hatton Smith, National Society U. S. Daughters of 1812; Mr. Howard M. Canoune, New York Historical Society; Mrs. Canoune, Mr. Howard S. F. Randolph, New York Genealogical and Biographical Society and of The Order of Founders and Patriots of America; Prof. A. J. Barnouw, Columbia University and of the Netherlands-America Foundation; Mr. Raymond H. Torry, American Scenic and Historic Preservation Society; Mr. Sydney B. Carpenter, Sons of the Revolution, State of New York; Mrs. Carpenter; Miss Margaret A. Jackson, Huguenot Society of America; Mr. Walter M. Meserole, Holland Society of New York.

Mr. Asher Atkinson, Mr. George V. N. Baldwin, Jr., Miss Margaret B. Baldwin, Miss Elizabeth R. Baldwin; Mr. and Mrs. Harry J. Rolfe, Mr. and Mrs. William P. Allen, Mr. and Mrs. George F. Baier, Mr. and Mrs. John Wyckoff Mettler, Dr. W. H. S. Demarest, Miss Mary A. Demarest, Mr. C. L. Davidson, Miss Catherine L. Davidson, Mr. and Mrs. Clifford I. Voorhees, Mrs. S. Nelson Rice, Mrs. George S. Silzer, Dr. and Mrs. Ralph G. Wright, Mr. and Mrs. Russell E. Watson, Dr. and Mrs. James P. Schureman, Mr. and Mrs. James A. O'Connell, Mr. and Mrs. Clifford E. Parsil, Mr. Thomas H. Hagerty, Mr. and Mrs. Frank A. Connolly, Mr. Edward W. Hicks, Mr. John H. Conger, Mrs. Chester T. Brown, Mr. and Mrs. Charles A. McCormick, Colonel Ralph McCoy, Mr. and Mrs. J. Seward Johnson, Miss Helen L. Williamson, Miss Julia B. Williamson.

Mr. Alfred S. March, Mr. William R. Reed, Mrs. E. W. Hall, Mr. and Mrs. Freeman Woodbridge, Miss Mary Craven, Mr. and Mrs. Jesse Strauss, Mr. Robert Carson, Mr. H. P. Schneeweiss, Mayor John J. Morrison, Dr. and Mrs. Carl R. Woodward, Mrs. John H. Raven, Dr. and Mrs. Charles H. Elliott, Mr. and Mrs. William G. Bearman, Prof. and Mrs. Irving S. Kull, Prof. and Mrs. Walter T. Marvin, Mr. and Mrs. William E. Florance, Miss Julia Florance, Miss Eleanor Florance, Mrs. Edwin R. Carpenter, Mrs. Kenneth R. Harper, Dr. Jacob G. Lipman, Justice and Mrs. Peter F. Daly, Mrs. William Campbell, Mr. Ernest Heidingsfeld, Mr. Michael O'Connell, Dr. and Mrs. Cordie J. Culp, Dr. John C. Van Dyke, Mrs. Charles W. Stevens, Miss Sarah Clark, Mr. and Mrs. H. R. Segoine, Mr. and Mrs. William P. Kelly, Mr. and Mrs. John P. Wall, Miss Elizabeth V. Wall, Miss Evelyn M. Wall.

The celebration was formally brought to a close with a civic dinner at the Woodrow Wilson Hotel. Covers were laid for two hundred guests. Supreme Court Justice Peter F. Daly presided at the dinner at which the speakers were Drury W. Cooper of Montclair, ex-Mayor of New Brunswick; President Remsen B. Ogelby of Trinity College; Brigadier General Joseph C. Castner, U. S. A., and Gerald Swope, president of the General Electric Company.



HIGHLAND PARK SCHOOL CHILDREN

HISTORY OF NEW BRUNSWICK PERMANENTLY RECORDED ON TABLETS

Turning back the rich pages of the history of New Brunswick at brief but inspiring exercises, eight bronze tablets, dedicated to historic events which took place in the city, were unveiled Wednesday afternoon, October 15, 1930, as a part of the 250th anniversary celebration. The tablets were the gifts of the Mayor and City Commissioners, Board of Freeholders, New Brunswick Theological Seminary, New Brunswick Historical Club, Rutgers University, the students of the New Jersey College for Women and the Raritan Valley Chapter of the Sons of the American Revolution, Colonel John Neilson Chapter, Children of the American Revolution and the Jersey Blue Chapter, Daughters of the American Revolution. Each tablet contains a wealth of historic information.

The first tablet unveiled was at the City Hall, the gift of the Raritan Valley Chapter, S. A. R., Jersey Blue Chapter, D. A. R. and the Colonel John Neilson Chapter, C. A. R., and dedicated to the patriotic men and women of New Brunswick and vicinity during the Revolutionary War.

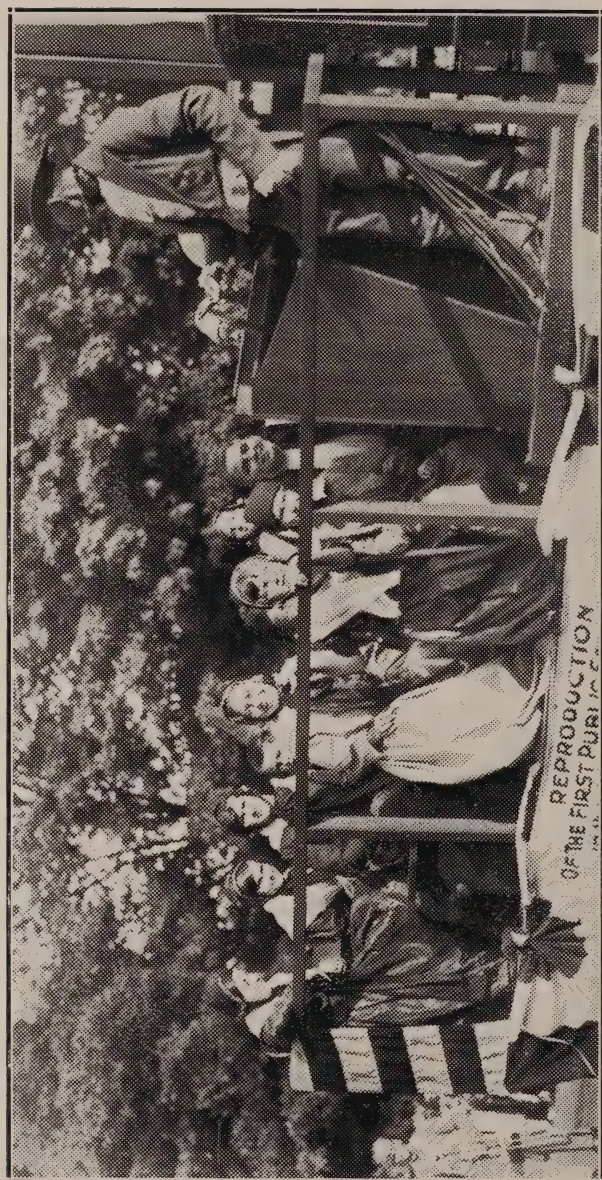
In behalf of the three patriotic organizations, the tablet which was affixed to the front of the City Hall was presented to New Brunswick by ex-Judge Edward W. Hicks, chairman of the committee on arrangements, who also presided over the brief exercises. Mayor John J. Morrison accepted the tablet in behalf of the citizens.

The tablet was unveiled by the members of the Colonel John Neilson Chapter, C. A. R.

Rev. George Eastman, of Summit, chaplain of the New Jersey Society, Sons of American Revolution, led in prayer and a few remarks were made by David Lawrence Pierson, secretary of the New Jersey Society.

The inscription on the tablet is as follows:

This tablet is dedicated to the patriotic men and women of New Brunswick and vicinity during the Revolutionary War to keep fresh in the hearts of future generations, the memory of their bravery and sacrifices and their part in securing to us the blessings of liberty.



THE DRESS OF THE GIRLS OF THE FIRST PUBLIC SCHOOL.

The gift of Raritan Valley Chapter, S. A. R., Jersey Blue Chapter, D. A. R., and Colonel John Neilson Chapter, C. A. R. It was unveiled in 1930 during New Brunswick's celebration of the 250th anniversary of the settlement and 200th anniversary of the granting of its city charter.

Leaving the City Hall in buses the members of the three chapters and other citizens proceeded to the corner of Albany and Peace Streets where the second unveiling took place. On the front of the building of the Public Service, a beautiful bronze tablet, the gift of the Board of Freeholders to the city was unveiled.

Freeholder Henry C. Berg, chairman of the Department of Public Buildings of the Board of Freeholders, presided at this unveiling and a short historic address was delivered by John P. Wall, who accepted the tablet in behalf of the city. On the tablet appears the following inscription:

NEW BRUNSWICK

Settlement begun about 1680 by Dutch and English, received from George II City Charter as New Brunswick in 1730.

This highway was an Indian trail to the Falls of the Delaware and the Minisink trail to Navesink crossed it here. It became the Great Road of Colonial travel and trade.

Nearby was the ford. From 1686 John Inian's Ferry was here. A bridge was built by the British in the Revolution. The citizens built their first bridge in 1794.

Along this street were famous inns. George Washington, Benjamin Franklin, Thomas Jefferson, John Adams and Marquis de Lafayette were guests on historic occasions.

The Provincial Congress met in the White Hall January 31 to March 2, 1776. The court martial of General Charles Lee had its first five sittings there July 2 to 6, 1778.

Washington was in New Brunswick June 24, 1775, and with his army in 1776, in 1778 and in 1781. The British under Cornwallis and Howe occupied the city December 1776 to June, 1777.

The first House of Queen's College, now Rutgers University, was at the third cross street, northeast corner.

Erected by the Freeholders of Middlesex County, 1930.

A bronze tablet commemorating the life of William Paterson was unveiled by Charles Deshler, of the New Brunswick Historical Club. The tablet was placed on the site of Paterson's first New Brunswick home on Commerce Square. The tablet reads:

On this spot stood the house of
William Paterson

Member of the Constitutional Convention of New Jersey, 1776. Attorney-General of the State of New Jersey, 1776-1783. Delegate to the Continental Congress, 1780-1781. Member of the Convention framing the Constitution of the United States, 1787. Senator of the United States, 1789-1790. Governor of

New Jersey, 1790-1792. Justice of the Supreme Court of the United States, 1793-1806.

Erected by the New Brunswick Historical Club, 1930.

Marking the site at Monument Square where College Hall, the second home of Queen's College, stood in 1791, a boulder stands, the gift of Rutgers University to New Brunswick and on a bronze tablet imbedded in the rock is the following information:

Here in 1791, at what was then the end of George Street, stood College Hall, the second home of Queen's College, now Rutgers University. The first home of the college with its Grammar School, 1771-1791, was at the northeast corner of Albany and Neilson Streets. In 1811 the college and school moved to Queen's Building on the present campus and, at the extending of George Street, College Hall was moved to Schureman Street and became the Lancasterian School.

The presentation was made by John W. Mettler, trustee of Rutgers University in behalf of the University.

On the Paterson Street side of the remodeled Hoyt Building, a bronze tablet was unveiled by Charles Deshler of the New Brunswick Historical Club and on behalf of the club he presented the tablet to the city. The inscription thereon is as follows:

On this spot stood a Barracks erected in 1758, occupied by a British Regiment until the Revolutionary War and by Continental soldiers in 1775-1776. It was a Post of the Hessian Regiment while the British under General Howe occupied New Brunswick December, 1776, to June, 1777. In 1778 it became the Court House and City Hall. It was destroyed by fire in 1794. Similar Barracks also erected at the time of the French and Indian War were at Amboy, Burlington, Elizabeth and Trenton.

Erected by the New Brunswick Historical Club, 1930.

The tablet at the Theological Seminary was presented by Dr. William H. S. Demarest, president of the Seminary, in behalf of that institution. The tablet reads:

On this high ground the Seventh Regiment of the British army had its camp and a redoubt while General Howe and his troops occupied New Brunswick December 1, 1776, to June 22, 1777. At the edge of the hill above the river a battery of the American army, under Captain Alexander Hamilton, covered the crossing while General Washington with his troops in retreat was in the city November 29 to December 1, 1776.

Erected by New Brunswick Theological Seminary, 1930.

The bronze tablet, the gift of the city to the Buccleuch Mansion, was unveiled at 3:30 o'clock by Mrs. Frank B. Whitlock, vice regent of the Jersey Blue Chapter of the Daughters of the American Revolution. The dedication was made by Miss Sarah V. Clark, of Mid-

delebus, regent of the Jersey Blue Chapter. The tablet was attached to the wall of the mansion on the rear porch overlooking the Raritan. On the plaque are these words:

Buccleuch, built about 1735, and occupied until 1774 by Anthony White, whose wife was Elizabeth, daughter of Governor Lewis Morris, and whose son was General Anthony Walton White.

Owned and occupied from 1774 by General William Burton of the British army.

Owned by the Commissioners of Forfeited Estates 1776-1783. Occupied by Colonel George Janeway, and in 1777, while the British occupied the city, by the Enniskillen dragoons.

Owned and occupied 1783-1798 by Colonel and Commissary General Charles Stewart, and 1798-1820 by John Garnett, scientist and author.

Owned and occupied from 1821 by Colonel Joseph Warren Scott who gave it the name Buccleuch and later by his grandson, Anthony Dey.

Given with all the land to the City of New Brunswick in 1911 by Anthony Dey in the names also of Marly Laidlie Dey, Joseph W. Dey and Richard Varick Dey.

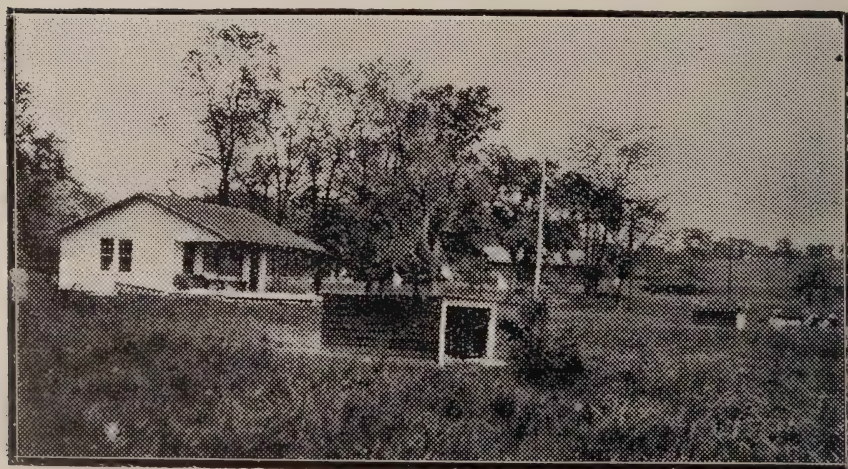
The brightly colored leaves of the big trees on the front campus at the New Jersey College for Women provided the setting for the dedication of the tablet erected on George Street by the students of the New Jersey College for Women to commemorate the crossing of two great Indian trails at the ravine under the approach to Gibbons Campus.

The fittingly simple monument, consisting of a bronze tablet embedded in a large boulder set on a concrete base, was unveiled by Miss Mary H. Crandall of Jackson Heights, N. Y., student president of the Co-operative Government Association. The inscription on the tablet reads as follows

The Indian trail from the Delaware at Minisink to the sea at Navesink passed through the ravine nearby. On this land before 1680 was the cabin of Cornelius Van Langeveldt (Cornelius Longfield), first settler of New Brunswick. On this land Hessian Grenadiers had their camp and a redoubt when General Howe and the British army occupied the city. Erected by the students of the New Jersey College for Women, 1930.



"LEN" SCHEIDIG'S RESTAURANT OF FOND MEMORY



MIDDLESEX COUNTY HUNTING AND FISHING CLUBHOUSE AND GROUNDS
River Road at the Landing Bridge

NEW BRUNSWICK HAD AMBITIONS TO BE THE NATION'S CAPITAL

It is interesting to know that an attempt was made to have the Federal Government locate the national capital in Middlesex County, on the banks of the Raritan, at or near New Brunswick.

Men from all over the county joined with those of New Brunswick in presenting to Congress the advantages of the banks of the Raritan and urged the national fathers to investigate before going elsewhere.

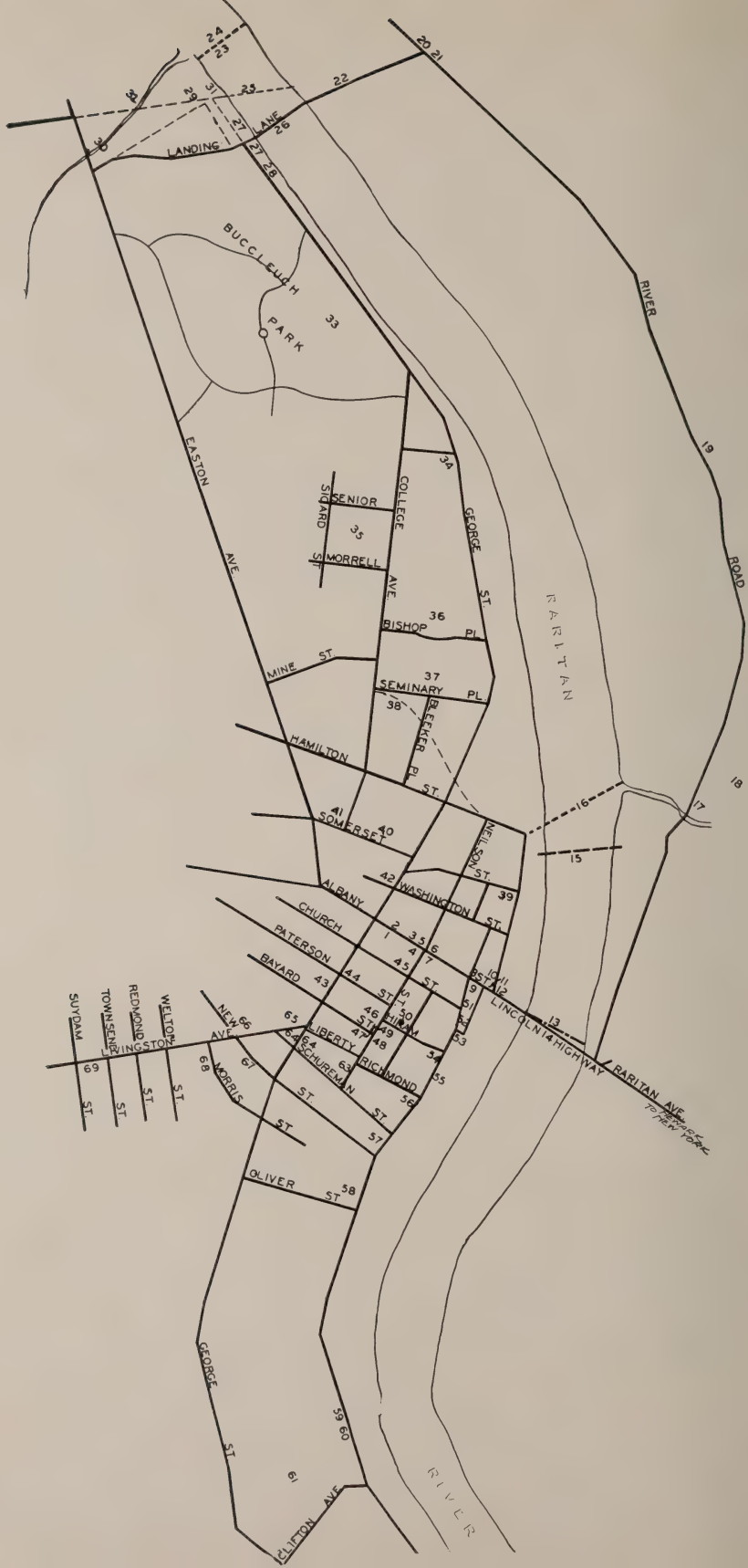
A meeting was held by the inhabitants of New Brunswick and other parts of the county and Azariah Dunham was its chairman. The matter was thoroughly discussed and resolutions providing for a formal petition were adopted. A committee took the petition to Congress and presented it. This document was as follows:

The inhabitants of New Brunswick and its vicinity feel themselves happy in having an opportunity of addressing in the State of New Jersey. They congratulate your august body on the glorious termination of the war, which had for its object the rights of mankind, and which has established the independence of the United States of America, and has given them a name and a conspicuous station among the nations of the earth. An era auspicious and eventful indeed. May internal order, harmony and peace pervade each of the states individually, and all of them in their collective and federal capacity.

As Congress have it in contemplation to make choice of a place for their permanent residence, the inhabitants of New Brunswick and its vicinity beg leave to mention the banks of the Raritan as being not unworthy their attention in that point of view. They forbear to describe the place or enumerate its advantages; the attachment they feel for the spot on which they live, and particularly the passionate desire they have of being honored with the presence of Congress, might perhaps lead to a description too flattering and too highly wrought. Let the place speak for itself. Let impartial men declare its beauties and point out its defects; your addressers will be silent upon the occasion; they cannot however resist the impulse of truth, and therefore are constrained to say that, considering themselves as members of the United States at large, and standing upon continental ground, they sincerely wish that Congress may fix upon the most proper place for their residence and wherever they fix, the inhabitants of New Brunswick and vicinity will ever bear the warmest attachment, the most grateful affection, and the highest respect for the supreme head of the Union.

"Congress may rest assured that should the banks of the Raritan be looked upon as eligible ground, its inhabitants will deem it a distinguished privilege and a singular felicity to live within their jurisdiction, and under their immediate government.

The presentation of the petition was acknowledged by Elias Boudinot, president of Congress, which was then in session at Princeton.



KEY TO MAP OF HISTORIC NEW BRUNSWICK

By CHARLES DESHLER

1. Barrack, Haviland Spring and Brook.
2. Bayard House.
3. Kemble House.
4. Cochrane's, Le Grange's Stone House.
5. Scott House.
6. Miller's, Mullocks'; Red Lion, Farmer's Tavern; Queen's College Hall; City Hotel, Keyworth's, Follett's, Stelle's—Built about 1741.
7. Carlile's, Van Brunt's, Post's, Mann's Tavern.
8. White Hart, Thompson's, Whitehall, Duff's, Voorhees', Vernon's, DeGraw's Tavern—Dates from about 1752.
9. Thompson's Sign of the Ship.
10. Miller's Tavern.
11. Farquhar House, Drake's, Indian Queen, DeGraw's, Bell Tavern—Dr. William Farquhar built house about 1741-42.
12. Inian's House and Ferry.
13. Ferry.
14. Albany Street Bridge.
15. Railroad Bridge.
16. Lower Ford.
17. Greenland's Ordinary and Mill.
18. Mercer House, Bellevue.
19. Antill House, Ross Hall.
20. Raritan Landing.
21. Low House.
22. Causeway.
23. Falls—John Reid's map, 1684-86, indicated a "Falls" in the Raritan at mouth of Mile Run, and is the rapids or ripple about 150 feet east of culvert.
24. Dam—First Act authorizing dam, 1779; erected shortly thereafter by Hassert, Freeman, and Disbro; site also of Miles Smith's dam about 1829.
25. Upper Ford. Upper Indian ford over the lower Raritan; followed a north-east-southwest course; became water-link between the north-Raritan and south-Raritan sections of Amwell Road.
26. Landing Bridge.
27. Miles Smith's Mills.
28. Delaware and Raritan Canal.
29. Amwell Road—Connected Coryel's Ferry or Lambertville, N. J. and, by ferry or bridge, New Hope, Pa., with Raritan Landing; it passed through Ringoes, Clover Hill, Neshanic, Flaggtown, Millstone, and Middlebush. It included Middlebush Road and De Russey's Lane.
30. Mile Run or Salt Pond Brook.—Part of city-boundary under 1730, 1763, 1801, 1838, and succeeded charters; part of Middlesex-Somerset county-boundary since 1850; its impounded waters operated, 1700-60, the mills of Van Voorhees, Dey Peyster, Puklehammer, and French; Mile Run—like Three Mile Run, Six Mile Run, and Ten Mile Run—indicates approximate distance from Inion's Ferry.
31. Indian Burying Ground.—The Bainbridge-Inian line, between Raritan Lots No. 3 and No. 4, and the easterly line of De Russey's lane, is described, in an old survey, as commencing at the Raritan in an "Indian burying ground"; it would therefore locate it near the northwest corner of "Osceola" lot.

32. Coerte Van Voorhees' Mill—Erected on west bank of Mile Run about 1700; operated by impounded Run-water, razed prior to 1764, when Amwell Road was extended over Mill-dam to river.
33. White House, Buccleuch.
34. Rutgers Preparatory School.
35. Rutgers Field.
36. Redoubt and American Army Encampment.
37. Theological Seminary.
38. Copper Mine.
39. Cochran House.
40. Queen's Campus.
41. Rutgers Preparatory School.
42. French House.
43. Barrack, Second Court House.
44. Presbyterian Church.
45. English Church.
46. First Reformed Dutch Church.
47. Third Court House.
48. Keenon's Tavern.
49. Bank of New Brunswick.
50. Third City Market.
51. Ouke's Tavern.
52. Second City Market.
53. Paterson House.
54. Baulding's Tavern—Dates probably from 1728-29. Usually called House of Anne Baulding, Mrs. Baulding, Mrs. Anne Baulding, Widow Baulding.
55. Neilson House.
56. First Court House.
57. First Reformed Dutch Church.
58. Presbyterian Church.
59. Bellonia Hotel.
60. Steamboat Hotel.
61. Sonoman's Hill.
63. Van Nuy's House.
64. Queen's Second College Hall.
65. Ellis House.
66. Kirkpatrick House.
67. Miss Hay's Academy.
68. Guest House.
69. Livingston House.

CITY ELECTION OF 1931

At the municipal election held in New Brunswick on Tuesday, May 12, 1931, for the purpose of electing five commissioners, the official returns as certified shows that there were 11,852 total valid ballots cast with the result as follows:

Joseph J. Feaster received 7,181 first choice votes, George F. Baier, 7,040 first choice votes; Jeremiah Donovan, 7,024 first choice votes; Frank A. Connolly, 7,001 first choice votes, and John J. Morrison, 6,878 first choice votes.

All of the above named five commisisoners received a majority of votes cast in first column, there were no other candidates who received a majority of first choice votes.

The official first choice votes cast for the other candidates were: Edward A. Brady, 3,474; C. Raymond Lyons, 2,681; William F. McGovern, 1,116; Patrick J. Moran, 742; James A. O'Connell, 3,003; Mrs. Elizabeth Perduk, 170; Joseph Toth, 160; W. Douglas Smith, 1,484; Thomas H. Sullivan, 771; Walter J. Vogel, 568, and George E. Wildman, 1,242.

The City Commission organized on Tuesday morning, May 19, at 10 o'clock, at the City Hall. Mayor John J. Morrison was re-elected Director of Public Affairs and also Mayor. The other commissioners were assigned to the directorships of the departments over which they served for the previous four years.

The appointments made for the City were: Thomas H. Hagerty, city attorney, \$4,000; William G. Howell, city treasurer, \$3,500; Jacob H. Whitfield, city comptroller and industrial secretary, \$3,500; Asher W. Atkinson, city engineer, \$4,000; John J. Curran, street superintendent, \$3,500; Charles E. Tindell, city recorder, \$3,500; Dr. E. I. Cronk, health officer, \$2,250; John F. Lynch, building inspector, \$2,500; Charles H. Morris, Sr., water department supervisor, \$3,500; Frank A. Higgins, fire alarm superintendent, \$1,500; Samuel G. Cohen, Edward Banker and Edward J. Gleason, tax assessors, \$1,200, and Dr. L. A. M. Feher, city physician, \$1,500. The salary of the commissioners was made \$2,500 and that of Mayor \$2,750.

John F. Boyce was elected city clerk to fill the vacancy caused by the death of Eugene J. McLaughlin. He took office June 16, 1931.

NOTES OF INTEREST

The city of New Brunswick had 106 manufacturing establishments, employing 7,817 wage earners (not including salaried employes) with wage payrolls aggregating \$9,795,617 during 1929, according to the figures of the United States Census Bureau's list of manufacturers.

The cost of materials, fuel and purchased electric current for these 106 establishments was estimated by the Bureau as \$26,017,311, and the value of the manufactured products, \$53,713,401.

In Middlesex County there were 376 establishments with 35,708 wage earners, wages of \$47,738,980, cost of materials, etc., \$366,-275,864 and value of products \$566,360,995.

On August 22, 1828, the question of placing a town clock in the steeple of the Dutch Church having been brought up in Council, it was thought of sufficient moment to refer it to a special town meeting, September 22, 1828, "Whether \$500 should be appropriated for a town clock." This cautiousness was due to the fact that the city already had a town clock in the steeple of the Episcopal Church, which had been wound and kept in repair since 1796 by Mr. John Lupp. The meeting was held and the vote was 134 for and 47 against the appropriation.

The clock was bought of B. Davidson, New York City, and placed in the steeple, and Jacob Wyckoff took charge of it for \$12 a year. Mr. Lupp continued to attend to the one in the other steeple for \$10 a year.

The English sparrow was introduced into the United States in 1852 by the Brooklyn Institute, and was first seen in New Brunswick in October, 1869.

The old public scales on Hiram Street were removed on February 26, 1916. They were the last relic of the old City Market, and stood for over 90 years.

An earthquake shook the city at 2.07 P. M. Sunday, August 10, 1884. A second one took place Saturday evening, April 30, 1925, at 9.23 o'clock. No damage was done on either occasion.

During the winter of 1918 the deaths from influenza were so numerous that the bodies were buried in trenches in wooden boxes. Coffins could not be had.

On February 2, 1779, Mr. Bray and Mr. Baker were appointed a committee by Common Council to draft a resolution and present it to the Legislature for the purpose of securing certain privileges and the exemption of certain duties to firemen, and this action eventually re-

sulted in the law which now exempts firemen from militia and jury duty.

The houses of the city were regularly numbered in October, 1887.

The records show that Water Street, which was paved in 1801, was the first paved street in the city.

Water was turned on through the main line in George Street on June 27, 1868.

The first aeroplane flight over New Brunswick was made by Charles K. Hamilton on June 13, 1910.

The first automobile funeral in New Brunswick was conducted by William J. McDede. He was accused of "hurrying the dead to their graves."

On October 9, 1875, a petition was put in circulation urging the Pennsylvania Railroad to cease running trains on Sunday.

ALL-TIME ALL-RUTGERS FOOTBALL TEAMS

<i>First Team</i>		<i>Second Team</i>	
Brennan '25.....	Center.....	Franke '21	
Tallman '17.....	Guard.....	Garrett '21	
Raub '24.....	Guard.....	Neuschaefer '19	
Toohy '16.....	Tackle.....	Rendall '19	
Nash '16.....	Tackle.....	Feltner '19	
Robeson '19.....	End.....	H. Rockefeller '16	
Waite '25.....	End.....	Storck '22	
Elmendorf '14.....	Quarter.....	Baker '20	
Kelley '20.....	Back.....	French '23	
Bracher '18.....	Back.....	Benkert '25	
Hazel '25.....	Back.....	Johnson '13	
<i>Third Team</i>		<i>Fourth Team</i>	
Mason '18.....	Center.....	B. Mills '97	
Rollins '21.....	Guard.....	Twing '16	
Dyke '92.....	Guard.....	Ranney '96	
C. Scudder '89.....	Tackle.....	Gibson '25	
Bender '25.....	Tackle.....	Gab Ludlow '95	
Wittpenn '18.....	End.....	C. M. Mason '97	
Dickinson '23.....	End.....	Booz '12	
Scarr '17.....	Quarter.....	Brett '92	
Fisher '08.....	Back.....	Whitehill '21	
George Ludlow '95.....	Back.....	Terrill '25	
Alverson '12.....	Back.....	Van Dyke '96	

This list was compiled by the officials of the Rutgers Athletic Association in 1927. The name of Jack Grossman should be added to this list, having made the "All American" in 1931.

The scarlet was made the official color of Rutgers College on May 17, 1869.

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